MASON'S
OK SAUCE
THE COLD MEAT SPECIALITY
[44

Hongkong Daily Press.

ESTABLISHED 1857

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Will Please Milady
AND IMPROVE HER EYESIGHT AND APPEARANCE
N. LAZARUS
OPTHALMIC OPTICIAN,
[illegible]
[illegible]

No. 19,553. 第一萬九千五百五十三號 光緒辛丑年十二月廿五日 HONGKONG, WEDNESDAY, FEBRUARY 2ND, 1921. 三月初二 中華民國十年二月二號 PRICE, $3 PER MONTH.

INTIMATIONS

JUST LANDED

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LIMITED.

TIME-TABLE.

Week Days			
7.00 a.m.	to 8.00 a.m.	every	15 minutes
8.00 "	" 9.30 "	"	10 "
9.30 "	" 11.00 "	"	15 "
11.30 "	" 12.30 p.m.	"	15 "
12.30 p.m.	" 2.30 "	"	10 "
2.30 "	" 5.00 "	"	15 "
5.00 "	" 8.10 "	"	10 "

Night Cars
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

Saturdays
Extra Car—12 midnight.

Sundays			
7.30 a.m.			
8.00 a.m.	to 10.30 a.m.	every	15 minutes
10.30 "	" 11.00 "	"	10 "
11.30 "	" 12.00 noon	"	15 "
12.00 noon	" 1.00 p.m.	"	10 "
1.00 p.m.	" 5.30 "	"	15 "
5.30 "	" 6.00 "	"	10 "
6.00 "	" 6.30 "	"	15 "
6.30 "	" 8.10 "	"	10 "

Night Cars
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes. [56

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1a Local	No. 12 Local	No. 5 Through Express	No. 7 Local	No. 9 Through Slow	No. 11 Local	No. 13 Through Express	No. 15 Mixed 3rd Class Passenger & Goods	No. 17 Local	No. 21 Local	No. 25 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m.	p.m.	p.m.
CANTON (Tai Sha Tau) dep.	Sundays only		8.00		8.45		3.30				
SHEK LUNG .. arr.			9.11		10.30		4.55				
dep.			9.13		10.45		5.00				
Shum Chun .. arr.			11.07		2.30		6.40				
dep.		7.26	11.13	8.07	4.36	11.40	6.46	1.55	1.55	3.00	3.04	6.11
Sheungshui .. dep.		7.50	—	8.15	4.37	11.45	7.01	2.01	2.01	3.06	3.10	6.17
Fanling .. .. dep.		7.56	—	8.18	4.41	11.52	7.08	2.20	2.20	3.11	3.16	6.21
Taipo Market .. dep.		7.43	—	8.27	4.54	12.08	7.21	2.11	2.11	3.27	3.32	6.35
Taipo .. .. dep.		7.49	—	8.34	5.01	12.08	—	2.34	2.34	3.33	3.41	6.43
Shatin .. .. dep.		8.01	—	8.47	5.11	12.23	—	2.58	2.58	3.53	3.53	7.00
Yaumati .. .. dep.	7.27	8.14	—	9.01	5.23	12.37	—	3.14	3.14	3.56	3.59	7.08
Hunghom .. .. dep.	7.31	8.20	—	9.07	5.33	12.41	—	3.16	3.16	3.59	4.03	7.09
KOWLOON .. .. arr.	7.34	8.23	11.52	9.10	5.41	12.44	7.35					

UP TRAINS

Stations	No. 4 Local	No. 4a Local	No. 6 Through Express	No. 8 Through Slow	No. 10 Mixed 3rd Class Passenger & Goods	No. 12 Local	No. 14 Joint Sectional	No. 16 Local	*No. 18 Through Express	No. 20 Local	No. 22 Local	No. 24 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry, leaves .. H.K.	6.21	6.53	7.55	8.56	9.15	10.15	11.45	1.05	1.55	4.48	4.35	5.15	6.05
KOWLOON .. dep.	6.43	7.10	8.07	9.16	9.40	10.32	12.00	1.15	2.15	5.00	4.52	5.32	6.22
Hunghom .. dep.	6.47	—	—	—	—	10.37	12.04	1.23	—	5.03	—	5.36	6.26
Yaumati .. dep.	6.54	7.18	—	9.25	—	10.43	12.11	1.30	—	5.10	4.59	5.43	6.33
Shatin .. .. dep.	7.20	—	—	9.39	—	10.59	12.26	1.50	—	5.29	—	6.02	6.52
Taipo .. .. dep.	7.19	—	—	9.38	—	10.58	12.25	1.49	—	5.28	—	6.01	6.51
Taipo Market .. dep.	7.25	—	—	10.00	—	11.05	12.31	1.55	—	5.34	—	6.07	7.05
Fanling .. .. dep.	7.31	—	—	10.15	—	11.20	12.41	2.07	—	5.46	—	6.19	7.15
Sheungshui .. dep.	7.38	—	—	10.16	—	11.21	12.42	2.11	—	5.47	—	6.20	7.16
Shum Chun .. arr.	7.43	—	8.39	10.21	—	11.26	1.00	2.16	2.57	5.52	—	6.25	7.24
dep.	—	—	8.45	11.06	—	—	4.21	—	3.05	6.35	—	—	—
SHEK LUNG .. arr.	—	—	10.47	1.16	—	—	—	—	4.55	8.55	—	—	—
dep.	—	—	11.55	3.21	—	—	—	—	6.00	8.48	—	—	—
CANTON (Tai Sha Tau) arr	—	—	12.40	4.04	—	—	—	—	—	—	—	—	—

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	8.50	12.00	2.20	6.00	Shatukok...dep.	7.05	10.20	1.05	5.00
Shatukok...arr.	9.45	12.55	3.15	6.55	Fanling ...arr.	8.00	11.15	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. Thos. Cook & Son, Hongkong.

H. P. WINSLOW, Manager.
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GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bottom... ...	77 "	53 "	83 "
Water on Blocks at Spring Tide ...	23 "	24 "	34 "

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

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	No. 1	No. 2	No. 3
Lifting Powder	7,700 tons	12,000 tons	16,000 tons
Max. Length of Ship taken	460 feet	580 feet	470 feet
Max. Breadth of Ship taken	58 "	66 "	98 "
Max. Draft of Ship taken	22 "	26 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoseki).

TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.

GRAVING DOCK.

Length on Keel	363 feet 0 inch
Breadth at Entrance on bottom	58 " 0 "
Depth of Water or Blocks at Spring Tide	25 " 0 "

Floating Crane capable of lifting 30 tons weight.

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Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong. [46

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Guides and Chairs provided.
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Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS
TERMS MODERATE.
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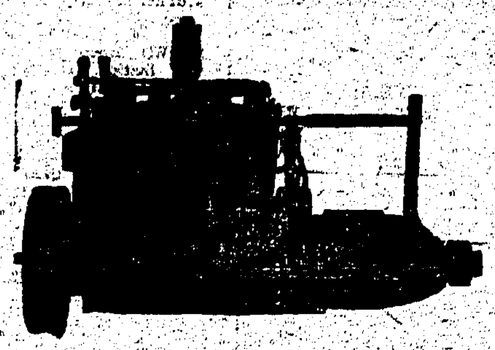

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New shipment ex S/S "GLENAMOY"
SELECTED FILLETS
FINNAN HADDOCKS
SELECTED KIPPERS.
THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. 53

NIGHT THIEVES IN SAN FRANCISCO.

SHANGHAI VISITORS ROBBED.

Two Shanghai residents who arrived by the P.M.S. *Nile* last week brought with them, says the *N.-C. Daily News*, a rather unpleasant memory of their brief stay in San Francisco *en route*. The parties concerned, a gentleman and his wife, were returning to their hotel at about 11.30 p.m. when they were held up in Larkin Street, by two footpads. One was well dressed, and a "sweater" worn by the other man proclaimed his affinity with the bruiser type of street lounger. They demanded money, and, as both were powerfully built and possibly armed, the demand was acceded to without ceremony, the lady handing over a hand-bag containing a considerable sum of money. The matter was not reported to the police, in view of the delay which would have been caused by the visitors remaining to prosecute, in the possibly unlikely event of the thieves being caught.

A similar experience befel one of the crew of the *Nile*. He also was "held up" while returning to ship, and, considering discretion the better part of argument, handed over the dollars.

SHANGHAI'S HARBOUR NEEDS

The Whampoa Conservancy has decided to request the countries which are members of the Consultative Board—viz., Great Britain, America, France, Japan and the Netherlands—to nominate a consulting engineer, who is a specialist in harbour and river work, to attend a conference at Shanghai on October 15th on the question of developing the port of Shanghai:

(1) on the basis of the approaches and draught limit remaining as at present, and

(2) for the probable maximum draught of Pacific ships.

THE FIGHTING SHIP

ADMIRAL STURDEE ON THE LIMITS OF SUBMARINES.

Admiral Sir Doveton Sturdee, the victor of the Falkland Isles, does not believe that the day of the battleship is over.

"We are advised to scrap all our battleships and build a navy of submarines," he said last month at the banquet of the Men of Kent at the Holborn Restaurant.

"The battle of the Falklands was rather a good illustration of sea-power, and that we must have surface vessels to protect our trade routes. I never remember any occasion when the Grand Fleet was prevented from going to sea because of submarines. Supposing all the navies did away with all capital ships and only had submarines. It is difficult for one submarine to fight another, and they are no good for defensive work.

"We would arm the surface vessels, and then we would say that we must have some other craft to defend the merchant ships. We would build destroyers, and those would be followed by superdestroyers. To meet the super-destroyers we would build cruisers, and then go on till we had battleships, and come back to where we started.

"There is no sea officer who was afloat in the recent war and has any experience who will say, 'Do away with battleships.'"

RUBBER PRIZE SCHEME.

According to a London message, the Rubber Growers' Association has received about 1,200 applications regarding the prize scheme, "which should produce a fair percentage of fruitful ideas." We hope so, and agree with Mr. E. L. Killick that failing a dramatic recovery in financial and industrial conditions the world over, "a miracle which the most rabid optimist would hesitate to entertain, the only hope is the development of a new use for rubber capable of universal adoption and one that would still remain a commercial proposition with the raw material selling at two shillings a pound. There are undoubted possibilities along these lines. There never was a time so favourable to the exploitation of rubber for new use. As paving material, either alone or more probably in conjunction with other substances, there are possibilities limited only by the supply of the raw material. It is extraordinary that we are still without any definite evidence that commercial success is likely to be achieved in this direction." Mr. Killick hears of one recent invention which appears to be capable of almost universal development, and which might conceivably give an entirely different complexion to the rubber situation.—*Penang Gazette*.

A NEW PACKING.

The Shipping Department of the Federation of British Industries has recently had its attention drawn by the South African Steam Conference to a method of packing which has been used with good results, and is recommended to producers consigning goods or produce liable to pilferage. The method adopted is that of packing piece and other goods in wire netting, three then being made into cases or bales as usual with hoop iron bands on the outside. Where such packing is used it would appear that before any article could be extracted the parcel would have to be entirely opened up, thus causing delay and consequent greater liability to detection. It is considered that the small extra cost involved would be well spent if it increased the difficulty of removing quickly the particular article desired in any package.

BRITAIN'S TRADE PROSPECTS.

MR. KELLAWAY HOPEFUL.

Speaking last month at the annual banquet of the London Tradesmen's Club, which was attended by over 500 members and guests, Mr. F. G. Kellaway, M.P., in proposing the toast of "Trade," said that Great Britain was faced now with a much more gloomy outlook for trade than was the case last year or two years ago. While it was busy defeating the Germans its good Allies, the United States and Japan, were able to get a footing in markets where previously Great Britain had had a monopoly, and we had lost a considerable portion of the trade on which we had previously relied. But there was no ground for pessimism—judging by the brilliant recovery of British trade since the armistice. The voice of the calamity-monger was heard in the land, but he pointed out that, as the fear of disease had killed more men than disease itself, so the fear of bad times would destroy more industries than bad times themselves. (Hear, hear.) Let them keep up their courage and show that ability to rise above difficulties which was displayed during the war, and he had no fear that when they had got over the present difficulty British industry would once more reassert the dominant position it held before the war.

TRADE WITH RUSSIA

There was no disguising the fact that the exceptional prosperity which followed the Armistice now showed signs of slackening. It was not necessary to look far for the explanation. Four hundred millions of people in Europe who previously were our best customers had not yet resumed production. These four hundred millions in Russia, Turkey, the Near Eastern States, Austria, Hungary, and in a lesser degree Germany, required British goods, and were not in a position to pay for them. Wise men would say that was due to the exchanges. He deprecated treating the exchanges as some great mystery. If the matter were treated in the fundamental terms of the exchange of goods and services between countries it was easy to grasp. These millions in Europe were unable to obtain British goods because they were not themselves producing, and could tender no service in exchange. The first interest of British trade was to see peace, security, and production re-established on the Continent of Europe. He believed the Communistic tyranny in Russia was the worst form of tyranny the world had ever seen, and he hoped he would not be suspected of upholding it when he declared that it was in the interests of British trade to enable the millions of Russia once more to trade with this country. The Bolshevik tyranny had remained in power like the tyranny at the time of the French revolution because of the fear of outside interference.

Discussing the allegations of waste in Government departments, Mr. Kellaway said that waste in these days was the unforgivable sin, and no more serious offence could be committed against the body of the nation. The real danger was that in the passion for cutting down expenditure they might get rid of something essential. If the first interest of the country were the development of overseas trade it was not wise to cut down the form of expenditure which enabled the country to increase that trade. In conclusion, Mr. Kellaway, urged his hearers to be of good courage, and declared that the permanent factors were all in favour of the continued prosperity of the United Kingdom. (Cheers.)

Mr. Stanley Machin, President of the London Chamber of Commerce, who replied, said that the Department represented by Mr. Kellaway was the one Department to which encouragement should be given by way of financial help. The country was all right so far, but it could not go on as it was going. They must pull up and realise where the money was to come from. They must produce it from trade. The Prime Minister's appeal for economy could not be too strongly emphasised, but that economy must commence in the Government itself. (Loud cheers.) A recent White Paper showed that Government staffs in 1913 were 91,000 persons less than they were to-day. In 1913 the Navy's personnel was 145,600 men; in June this year it was 132,000—or 13,600 less. But the permanent staff had risen from 4,400 to 18,400. ("Shame.") Surely there was room for economy there. (Cheers.) To-day they had to get the country to work. It was unthinkable that Capital and Labour should continue at loggerheads. Any man who set Capital against Labour or Labour against Capital was a traitor to his country. (Loud cheers.)

LONDON STILL PRE-EMINENT.

Viscount Burnham, who gave the toast of "The City of London Tradesman's Club," said that he was told in that hall on the previous night by a great captain of industry that in America they could not quite make it out why, for the goods which they sent in increasing bulk since the war to South America, they were always paid from London. They thought it strange that, in spite of everything, the bills were still drawn on London, and that London still remained the financial and business centre of the world. Like the Minister for Overseas Trade, he did not in the least despair. "I believe," said Viscount Burnham, "that London is bound to remain the centre of the world's commerce and the world's finance, in spite of the competition of the United States. (Cheers.) We have seen how difficult it is to replace her, and I think that we shall perforce take our place again from the very fact that we suffer so much now in that in London we practically bear the financial responsibilities of the whole of Europe." So long as the club spirit survived, so long as they had the "team spirit"—for that was what it meant—in all their industries and in all the different grades and conditions of their social being, things would not go badly in this country. (Cheers.) If that spirit were supplanted by the venom of class hatred, if they set one class against another, and man against man, their glory would perish, and the British Empire would fall into the dust as other empires had fallen before. It was an especial honour to drink prosperity to what he believed was the oldest club in the realm. (Loud cheers.)

The President, in acknowledging the toast, said that not all the clubs in existence in 1721 were as respectable as the City of London Tradesmen's Club. There was, for example, "The Mohawks," a body of men who used to waylay innocent citizens, splitting their noses and cutting off their ears. (Laughter.) The Tradesmen's Club, however, had always been recruited from the best elements in the City, and was essentially British in character. (Cheers.)

BELILIOS PUBLIC SCHOOL.

ANNUAL PRIZE-GIVING.

Belilios Public School held its annual prize giving yesterday in the hall of Queen's College, kindly lent for the occasion, and the proceedings were brief. Lady Stubbs presented the prizes and the children looked particularly attractive, being so neat, and good, and nicely dressed, most of them in Chinese costume. They were all so well-mannered and bowed so gracefully as they received their prizes that the visitor could not but feel that here was a school in which character training, as well as book-learning, has adequate place in the curriculum.

Lady Stubbs contented herself with promising to pay a visit to the school later. For the moment, she congratulated the scholars on their work for the Ministering Children's League and promised to tell them more about the League when she visited them next time.

After the prizes had been given two little tots brought Lady Stubbs a lovely bouquet of roses.

Her Ladyship was accompanied by the Director of Education (Mr. E. Irving), Miss Irving and the Inspector of English Schools (Mr. Ralphs).

The report of the Headmistress (Miss E. Clarke) was as follows:—

In 1920 the School was open on 188 days, and the average daily attendance was 503—a record. The school is full, and in the early months of the year, when most of the new girls come, many would-be pupils had to be refused entrance. It is only with great difficulty that a room has been arranged for the new Normal Class.

There have been several changes in the English Staff. During my absence on leave, Miss Cooper acted as Head Mistress, but was transferred to the Peak School on my return. Mrs. Upsdell, who teaches in the mornings only, Mrs. James, Mrs. Forster, and Mrs. Church joined the Staff, Mrs. James for three months only. Mrs. Ritchie resigned at the end of December, and is much missed. Miss Ng Mui Han resigned from the Vernacular Staff. On account of the large numbers in the school, an extra Chinese Mistress, Miss Cheung Sui Ying, was appointed.

An entrance fee of $3 is now paid by all new girls, who are medically examined by Mrs. Hickling.

All the candidates for the University Locals took the Examination in December. Six girls entered for the Senior, and passed. Eleven sat for the Junior, and ten passed. Six distinctions were gained. Five girls entered for the Preliminary Oxford, and two passed. Apart from outside examinations, all classes were examined in all subjects in June and December, and the results recorded in the Teachers' Books: these were forwarded for approval to the Inspector of English Schools and Inspector of Vernacular schools respectively. The work is tested every week in class examination, set and corrected by the mistress in charge, while occasional papers are set by the Head Mistress or the Senior Vernacular Mistress.

Since September, Mrs. Forster has directed the work of those Junior Assistants who teach English in the vernacular classes. The gain to the school will be two-fold; the standard of teaching will be raised, while the extra training given to the teachers cannot but bring good results.

Seven past pupils, all at present on the Staff, took the Women Teachers' Examination (Technical Institute) in June, and six passed. Two courses of cookery lectures were attended by those members of the Staff who belong to the Victoria Nursing Division, and at the examination held in June every candidate gained distinction.

It is good to know that the girls are as anxious as ever to give help to those who need it. The sum of $1,232 was contributed to the Ministering Children's League, and a collection for the North China Famine Relief Fund amounted to $242.60, while monthly subscriptions are paid to the Nethersole Hospital and the Kowloon Orphnage.

The prize-giving does not seem itself without Mrs. Tutcher: she, alas, has left the Colony, but her interest in the school is as keen as ever, and I know she will be delighted to hear the news of its progress.

The thanks of the school are due to the subscribers to the prize fund for their kindness in contributing the books, to Mrs. Hickling for the interest and help she always gives in all matters connected with the Nursing Division, and her voluntary work in examining the girls' eyesight, and to the Manager of Nestle's Milk Co., who not only sent a generous consignment of condensed milk for the use of the cookery class, but also provided a prize for an examination held in February. I wish to thank the Headmaster of Queen's College for lending us this hall. In conclusion, I am sure Miss Cooper joins me in thanking the Staff for a year of hard work, done loyally and whole-heartedly.

CRICKET.

C.S.C.C. v. C.R.C.

The following will represent the C.S.C.C. on the C.R.C. ground at 2.15 p.m., on Saturday next:—G. R. Sayer (capt.), E. B. Reid, R. C. Witchell, D. E. Strange, E. W. Hamilton, A. R. Sutherland, P. J. de Rome, F. J. Ling, R. E. O. Bird, F. H. Bevan and W. H. Edmonds.

BILLIARDS.

In the Ho Kom Tong tournament at the Palace Hotel last night, T. B. Golding (—200) beat J. E. Clapham (—125) by 128 points. Golding's highest breaks were 39, 36, 36, 34, 24, 32, 32, and 20. Clapham's highest breaks were 43, 16 and 16. G. Thomas (—100) beat R. Parker (—100) by 127 points.

To-night, at 6 p.m., G. Haigh meets Sgt. Marshall, and at 9 p.m. J. Taylor plays against Sgt. Carpenter.

SPORT.

INTERPORT GOLF.

THE OPPOSING TEAMS.

We are informed by Mr. Greenhill, the hon. secretary of the Royal Hongkong Golf Club, that the Shanghai and Hongkong teams in the coming interport golf match will be constituted as follows, the names being given in alphabetical order:

SHANGHAI: J. Dewar, J. B. Ferrier, W. J. Hawkins, Col. Marr Johnson, and the Rev. W. R. Roberts.

HONGKONG: Major Bagnell, T. W. Hill, R. M. Smith, A. B. Stewart and R. D. L. Wodehouse.

The match will be played on Tuesday, the 8th inst., at Fanling, between teams of five, the best three scores to count, over 36 holes medal play. They play for the Challenge Cup.

Three of the Shanghai players are expected to-day by the *Chenan* and the other two by the *Suwa-maru* which is expected, we believe, on Thursday.

RIFLE SHOOTING.

HONGKONG RIFLE LEAGUE.

MATCHES FIRED TO JANUARY 31ST.

	Fired.	Won.	Lost.	Points.
H.K.V.D.C.	5	5	0	10
H.M.S. *Hawkins*	5	5	3	10
H.M.S. *Tamar*	5	4	1	8
Musketry Staff	6	3	3	6
H.K. Police	3	2	1	4
H.M.S. *Titania*	2	2	0	4
R.N. Dockyard	3	1	2	2
H.M.S. *Ambrose*	7	1	6	2
H.M.S. *Curlew*	2	1	1	2
H.M.S. *Alacrity*	3	0	3	0
Wilts. "B" Co.	3	0	3	0
Wilts. "C" Co.	1	0	1	0
Wilts. "D" Co.	0	0	0	0

H.M.S. "HAWKINS" v. WILTS. "B" CO.

A League shoot between H.M.S. *Hawkins* and the Wilts. "B" Co., fired at Stonecutters Range on the 28th ult., resulted in a win for H.M.S. *Hawkins* by 143 points. The scores were as follow:—

H.M.S. "HAWKINS."

	200	500	600	Total.
Mr. Miller	43	44	31	118
,, Charlesworth	35	45	37	117
,, Bishop	38	46	29	113
,, Trowbridge	44	40	26	110
,, Horton	38	32	37	107
,, Noss	41	38	27	106
,, Beauchamp	46	21	28	105
,, Tidswell	36	27	25	88
			Total	864

WILTS. "B" COMPANY.

	200	500	600	Total.
Mr. Newbury	37	36	28	101
,, Clapham	39	31	26	96
,, Steppe	39	32	25	96
,, Buckland	30	34	29	93
,, Gordon	33	35	24	92
,, Dawes	33	33	26	92
,, Samut	28	28	35	89
,, Reenes	32	19	11	62
			Total	721

HONGKONG POLICE v. H.M.S. "TITANIA."

A League shoot between the Police Rifle Club and H.M.S. *Titania*, at the Stonecutters Range on the 30th ult., resulted in a win for the Police. The scores were as follow:—

POLICE RIFLE CLUB.

	200	500	600	Total.
Mr. Carpenter	39	40	38	117
,, Hutchins	41	42	33	116
,, Perkins	39	38	34	111
,, Booker	33	43	33	109
,, Maskell	34	35	39	108
,, M. Khan	31	42	32	105
,, Evans	36	38	31	105
,, Wilson	32	43	30	105
			Total	876

H.M.S. "TITANIA."

	200	500	600	Total.
Mr. Tapley	36	43	34	113
,, Barker	37	36	39	112
,, Jackson	35	41	30	106
,, Douglas	40	37	23	100
,, Smith	25	40	33	98
,, Sigmouth	33	28	35	96
,, Peskett	26	35	30	91
,, Edmonds	30	18	29	77
			Total	793

H.M.S. "HAWKINS" v. H.M.S. "TAMAR."

A League shoot between the H.M.S. *Hawkins* and H.M.S. *Tamar*, at the Stonecutters Range on the 27th ult., ended in a win for H.M.S. *Hawkins* by 17 points. The scores were as follow:—

H.M.S. "HAWKINS."

	200	500	600	Total.
Mr. Chapman	38	41	29	108
,, Miller	40	32	32	104
,, Charlesworth	42	40	22	104
,, Horton	31	37	33	101
,, Dawes	37	34	30	101
,, Beauchamp	40	30	30	100
,, Trowbridge	32	37	29	98
,, Noss	26	23	28	87
			Total	801

H.M.S. "TAMAR."

	200	500	600	Total.
Mr. Snell	39	39	41	119
,, Clemow	40	41	27	108
,, Brweendale	33	48	29	107
,, Ravenscroft	36	36	33	104
,, Allen	35	36	31	102
,, Selby	37	34	28	99
,, Bolting	35	24	13	73
,, Way	39	29	11	72
			Total	784

CANTON'S CLAIM TO THE CUSTOMS.

AN ADDRESS TO DIPLOMATIC BODY.

PERSUASIVE ARGUMENTS.

The following is the full memorandum addressed by the Canton Government to the Diplomatic Body on the subject of its claim to the southern portion of the Customs surplus. It is an interesting document and its arguments are put with considerable cogency and skill.

MEMORANDUM.

The southern portion of the Customs revenue surplus which was, at the decision of the Diplomatic Corps, released to the Canton Government from July, 1919, to March, 1920, has since been withheld from the South owing to Dr. Wu Ting-fang's departure from Canton in March last, which destroyed the necessary quorum of the Administrative Council of the Military Government. During the interval between Dr. Wu's departure from Canton and his return to that city in November last together with Dr. Sun Yat-sen, Mr. Tang Shao-yi, and Gen. Tan Chi-yao's representative, Mr. Wang Pei-chun, there was no legally constituted Military Government at Canton. However, after the defeat of the militarist party by the liberal party in the South, the four Administrative Directors have resumed office and the Military Government at Canton has been re-established. This government is now incontestably in complete control over Kuangtung, Yunnan, and Kueichow provinces.

THE PROHIBITION OF GAMBLING.

The Canton Government has made a formal application to the Diplomatic Corps for the release of the accumulated Customs surplus due to the South and of all future instalments when and as they become due. These funds are urgently needed to replace revenues that have been abolished for the public good and to carry on useful and constructive works. One of the very first acts of the present Canton Government was the prohibition of all forms of gambling, an act which has deprived it of a great source of revenue amounting to more than $8,000,000 a year. This is mentioned here not with the idea of claiming credit for a meritorious deed, but to bring out the fact that when there is so much to be undone as well as to be done after the terrible misrule of Kuangtung by the Kuangsi militarists, public interests will suffer owing to lack of funds required for useful and constructive purposes, of which a few instances may be cited.

CONSERVANCY WORK HELD UP.

The Kuangtung Conservancy Board, which used to receive an appropriation of $60,000 out of every remittance to the South from the Customs surplus, is now greatly handicapped in its work because this supply of money has been stopped. The proposed South-western University, which is intended to become in time the intellectual centre of South China and for which an appropriation of $300,000 has been made from the Customs funds, will not materialize so long as these funds are held up in the foreign banks. The Chinese department recently established at Lyons University in conjunction with the French Government is waiting to receive $200,000 from the Customs surplus in order to carry on its work which is now at a standstill. The disbandment of troops which has been going on in Kuangtung would be greatly facilitated if funds were available for it.

LIBERALISM FOR MILITARISM.

It is to be observed that there has been no new government established at Canton; there has been merely a change in the personnel of that government, the substitution of the militarist element by the civilian and liberal element. The present Canton Government is just as much entitled to the southern portion of the Customs Surplus as the present Peking Government, after its succession to the Anfu Cabinet, was entitled to the Salt and Customs funds for the North. In granting the application of the Canton Government for the release of the Customs Surplus, the question of recognising or dealing with a new government therefore does not arise. Nor, in so doing, can it be consistently maintained that the Diplomatic Corps would be encouraging disunion in China, unless it were prepared to admit that very charge in the case of the release of these funds to the South during 1919-1920.

THE PROVINCIAL MOVEMENT.

As a matter of fact, a state of disunion already exists. Peking has no more control over most of the provinces nominally under its jurisdiction than over those provinces now under the jurisdiction of the Canton Government. It is with the *de facto* situation that one has to deal. So, instead of encouraging disunion, the Diplomatic Corps will, on the contrary, be assisting the present popular movement for provincial autonomy, with which all friendly Powers and friends of China are heartily in sympathy, by releasing the Customs surplus funds derived from the Southern provinces for public works in those provinces. This is but plain justice. The Legations have upheld this justice by refusing the Peking Government's application for these funds which clearly belong to the Canton Government, there being no other claimant in the South with any shadow of a title.

The Diplomatic Corps has been holding the Southern portion of the Customs surplus funds in the capacity of trustee for the good and in the interest of the Chinese people. It is respectfully but strongly urged that the interest of the Chinese people will be best served if these funds, instead of being kept idle in the banks, are speedily released for those useful and constructive works for which money is urgently required.

Submitted by
QUO TAI-CHI.

Peking, January 21st.

A SHANGHAI COMMENT.

Commenting on the memorandum the *N.-C. Daily News*, of January 28th, says:—

It must be admitted that the memorandum recently presented to the Diplomatic Body by the Canton Government on the question of the Customs surplus, which we reproduce in full to-day, is skilfully argued, and so framed as to elicit all possible public sympathy for the Southern request. No new Government has been established in Canton, it is urged, but there has been a change of personnel of exactly the sort that China is crying for—namely, the substitution of civilian for militarist authority. (This, in passing, is Canton's assertion with which we are not quite sure that the facts agree). If Canton is much put to it for money, so that conservancy and educational work and the disbandment of troops is held up, her penury is due to an altogether laudable cause, that she has abolished gambling and thus deprived herself of $8,000,000 revenue. By what we can learn, this claim is no more than the truth. For the time being at any rate, gambling has been put down so severely that the shops are afraid even to sell Chinese dominoes. And for this act Canton certainly deserves credit and favourable consideration for any feasible request. The splitting up of the Customs revenue and machinery, however, is quite another matter. But in this subject Canton has a trump card to play. If the Diplomatic Body were agreeable to allowing the South-western Government a share in the Customs surplus from July, 1919, till March, 1920, when Dr. Wu Ting-fang fled from Canton, they have no logical reason for withholding it now. If they could grant this favour to a militarist government, why refuse it to a civilian one?

The answer is that the Diplomatic Body, in this matter, are guided not by logic but by opportunism. They stopped the paying over of the surplus in March, 1920, partly because of the split in the South-western Federation which Dr. Wu Ting-fang's departure for Shanghai connoted, and partly, no doubt, because of the legal proceedings taken against Dr. Wu by his former associates in Canton for the recovery of the Customs money. These two events gave the Diplomatic Body a welcome chance of putting an end to an arrangement which they should never have permitted; and by this latest decision it cannot but be hoped they will abide, whether it be in respect of Customs or Salt, Canton or Manchuria. The inconsistency of the diplomatic action cannot unfortunately be denied. But this is of less moment than that the Customs should be saved from being split up into little bits. For that is precisely what Canton demands. The memorial argues ingeniously that as it is the *de facto* situation which has to be faced, and as Peking has no real control over the provinces nominally under its jurisdiction so "instead of encouraging disunion, the Diplomatic Corps will, on the contrary, be assisting the present popular movement for provincial autonomy, with which all friendly Powers and friends of China are heartily in sympathy."

The catch in that sentence lies in the meaning to be attached to the words "provincial autonomy." No friend of China would favour more local self-government than exists, for example, in America. The provinces might be self-governing in purely local matters, but they would remain bound together in a federation to which all would contribute, and national revenues for national purposes would continue to be collected and administrated by the Central Government. But Canton's conception of provincial autonomy means splitting up the country into an undefined number of princedoms or republics, each using for its own purpose all the revenue it can collect within its own borders. No friend of China is going to help such a *dénouement* as that. And when we are talking of *de facto* situations, let it not be forgotten that the one vital financial fact in China to-day where all else is fluid is the stability and coherence of the Customs and Salt Gabelle, and that this must be defended at all costs. If one province tampers with their solidity unchecked, the whole fabric will very soon crumble to nothingness.

It will be extremely interesting to see what Canton will do now. As our readers recollect, the rejection by the Legations of this memorial was followed by an announcement that the Canton Government would henceforth treat all the Customs in its domain as under its jurisdiction and that it would take possession of all the revenues accruing, duly remitting to the Inspector-General its share of what was necessary for foreign loan service. That this declaration goes far beyond what the memorial asks for, is some indication of Canton's temper. While Peking has steadily been growing weaker, Canton, having expelled the Kuangsi party, has grown, if not stronger (for its boasted power over all Kwangtung, Kueichow and Yunnan is very questionable) at any rate much bolder, and it will not give up the Customs money without a struggle. We hear of popular demonstrations in the Government's favour. These may mean no more than they do elsewhere. But Canton is more homogeneous to-day than it was in the reign of Lu Yung-ting and Mu Yung-hsiang, and consequently the readier to support its rulers. So far as foreign merchants are concerned, it is easy to instruct them to pay their dues direct into the Hongkong and Shanghai Bank in Shameen; foreigners would be as ready to do so as the British. But the Chinese merchants are in a different case and if the Government bids them pay to the Bank of China and appropriates their payments, it is not easy to see what can be done. By last night's telegram Canton seems likely to prove troublesome.

CORRESPONDENCE.

NORTH CHINA FAMINE RELIEF.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I hope you can find space in your columns to print a letter I have just received from Mr. Woon Chow Foon, a student at the Peking Union University. I leave Mr. Woon's moving appeal to speak for itself, merely saying that he and other young men are making it their business to investigate conditions for themselves, roughing it in extremely cold weather. Mr. Woon sends me samples of "food" used by the Victims of the Famine, collected during his house to house investigation in the villages.—Yours faithfully,

CHARLES GERKEN.

11, Broadwood Road,
Hongkong, February 1st, 1921.

[ENCLOSURE.]

I left Peking by rail on the 4th instant and reached Paotingfu, 120 miles from the Capital, in the afternoon of the same day. Through the kind introduction of Dr. J. Heighton Stuart, D.D., the Principal of Peking Union University, I was able to pass the night in the Hospital home of Rev. and Mrs. H. W. Robinson of the American Board Mission, Paotingfu. I started from the City by cart next morning, with a large consignment of clothing partly for this district and the rest for Jaoyang, which, I understand, is the most seriously stricken of the famine districts under the charge of the American Board Mission. Hihsien and Jaoyang are 30 miles and 55 miles, respectively, from Paotingfu, where the Paoting branch of the Peking International Famine Relief Society is situated.

I passed a night in the Chapel here on my way to Jaoyang where I stayed several days for purposes of investigation. After studying the famine situation and methods of relief work there, I came back to Hihsien for a similar purpose. I spent a few days inspecting this district after which I visited another one, namely Poyeh, which lies 35 miles from Paotingfu. Poyeh is fortunate in having an enlightened and progressive Governor, who, from what I have seen of him and his work, I have reason to believe that he really has the interests of his people at heart. His humility, his kindness, and his sympathy with the poor are evidenced by the personal interest which he is taking in the erection of shelters and congee stalls for the aged and the children of the starving homes in his district. It was certainly worth my while to have stayed some days in Poyeh studying that district for purposes of comparison with Jaoyang and Hihsien.

The famine conditions in the three districts which I have visited, namely, Jaoyang, Hihsien, and Poyeh, with populations approximating to 250,000, 200,000, and 90,000, respectively, are pitiful to the extreme. On my arrival at each of the stations named, I was informed that *food* above all other things is what is most needed by the people of the surrounding villages. My personal investigations of the past two weeks have convinced me of this imminent need. The poor and unfortunate country people on whom we ourselves, in ordinary times, depend in no small measure for the necessaries of life, are now eating dried leaves, bark of trees, cotton seeds, millet husks, and almost anything that would help to keep them alive in this time of their great need and trial. To make matters worse, many of them have neither fuel nor sufficient clothing to keep them warm during the severe Winter months in the North.

Plans have already been made for free grain, clothing, bedding and, possibly fuel distribution among the most seriously stricken villages in each district within the next few days. *Re* the distribution of grain, each adult victim of the famine is to receive a ticket which will entitle him or her to fifteen catties of "knoliang" (grain) to last a month. Closely related to the questions of food, clothing, and shelter, for children in particular, but primarily to prevent them from being sold or otherwise disposed of by their desperate parents; it has been proposed to open a "poor boys" school for 100 boys from 8 to 14 years of age and a "hair net class" for 100 girls from 13 to 20 years old, at each of the seven and six most needy villages in a district. Every boy is to receive either seven coppers or half a catty of millet daily for his attendance and each girl $2.50 per month for her work. Several of the "schools" and "classes" have been established in each of the three stations Jaoyang, Hihsien, and Poyeh. The rest will be started as soon as the necessary funds are forthcoming. The institutions are all to be based on the model "school" and "class" at the city of the district concerned.

Words fail me to describe what, at a conservative estimate, fifteen millions of poor *suffering* humanity in the five northern provinces of China, namely, Chihli, Shantung, Honan, Shansi, and Shensi, are now contending against. That something should be done, and that immediately, to help and save those who are now faced with starvation, cold, and death goes without question.

It has been estimated that $5 will keep a man alive until the expected crop next June. Even taking the above as the average sum necessary to save a life, you will realize what an enormous fund is needed adequately to meet the present unprecedented famine situation in this country. The Central Government has just contracted a Famine Relief loan of $4,000,000 from the Consortium, but this amount, even if every cent of it is expended on providing the needs of the sufferers, apparently, cannot go very far. We need more of such generous donations as the

(*Continued at foot of next column.*)

G.$500,000 from the American Red Cross, $300,000 from the Hongkong Government, and $250,000 from the Singapore, Chinese Chamber of Commerce, and still more than all these gifts put together from our Western friends and our more fortunate countrymen right here at home.

You will, probably, be interested to know that most, if not all, the missionaries in North China are giving from one-tenth to one-fifth of their salaries monthly towards the Famine Relief Fund. Is it too much to hope that both Christians and non-Christians in China, irrespective of nationality, who are in the position to do so, will follow their inspiring example! That you will do your best to help any concert or bazaar held in Hongkong on behalf of the poor and starving here, I do not for a moment doubt. I earnestly hope that it may even be possible for you to open a separate Famine Relief Fund among personal friends there. On another slip, you will find the address both in English and Chinese of the Peking International Famine Relief Society and its branch at Paotingfu.

In view of the critical situation and the urgency of the needs of the famine sufferers as well as the lack of funds at the Paotingfu end to meet them, it is advisable to have any funds that you may collect sent direct to Rev. H. W. Robinson, of the American Board Mission, Paotingfu, Chili. Mr. Robinson is in charge of the famine districts south and west of Chili province. However, you may have plans of your own with respect to the disposal of any possible funds, among the provinces concerned, in which case, you are, of course, at perfect liberty to follow them. By the way, in fairness to the other stricken provinces, it, probably, may be well for me to add that the famine situation in Shantung, at least, is, on the whole, being adequately met by the American Red Cross.

RAN INTO CONSTABLE'S ARM.

FAILED TO FISH SILK COAT.

"I heard a cry of 'Stop thief!' and afraid of being implicated, I ran," said a Chinese to Mr. Orme, yesterday, in answer to a charge of having entered house No. 63, Praya East at 5 a.m., for an unlawful purpose.

The occupier of the second floor said that he was lying awake when he heard a noise outside the door. Through a spy hole he saw the accused with a bamboo trying to fish a silk coat through the mesh work above the door. Witness raised the alarm and chased the accused, who ran into the arms of a Chinese constable.

The Magistrate sentenced the accused to one month's hard labour.

"CUTTY SARK" SEAMAN.

PLEADS LAPSE OF MEMORY.

B. J. Cross, a seaman of the s.s. *Cutty Sark* was yesterday charged before Lindsell at the Magistracy, at the instance of Mr. J. Witchell, manager of the King Edward Hotel, with disorderly conduct in the public bar of the hotel on the night of January 27th.

The Magistrate enquired if the defendant had anything to do with the case dealt with last week. Mr. Witchell said that the defendant was Taylor's companion, and managed to get away when the police were sent for.

The defendant said that he did not remember anything that happened on the night in question.

A fine of $10 was imposed.

SEQUEL TO A SQUABBLE OVER NINE CENTS.

The story of a fight between the cashier of a tea-shop, situated opposite the Central Market, and one of its customers was unfolded before Mr. H. E. Lindsell, yesterday, when a Government contractor took action against the cashier for assault. Mr. Dennys, of Messrs. Dennys & Bowley, appeared for the complainant Ng Ip Po, while Mr. F. E. Nash appeared for Wong Chau, the defendant. It appears that the squabble took place on January 29th over a difference of about nine cents. It was alleged by the complainant that the defendant struck him with an abacus which was shattered by the blow, while the defendant alleged that the complainant wanted to pay 9 cents less for what he consumed, and that hot words led to blows during which the complainant struck him with a bamboo pole. Evidence was called by both sides, and Mr. Lindsell said that he was of the opinion that it was "six of one and half a dozen of the other," and that both parties lost their tempers, and he bound them over in a personal bond of $50 each for six months.

SILVER DOLLAR IN SZECHUAN.

A correspondent writing to the *N.-C. Daily News* from Junghsien says:—

It is interesting to note how the silver dollar is replacing the lump silver. A few years ago dollars were very scarce here but now they are as much in circulation as the copper cash, though the 10 and 20 cash coppers are not much in evidence.

At Chungking I was told that 10 and 20 cent pieces were hardly usable, while everywhere west of that city they seem to be welcomed, ten 10 cent pieces changing for a dollar, without reference to the province of origin. In fact Hongkong and Straits Settlement coins are very frequently met with.

I suppose, if it were not for the Customs regulations, enterprising travellers from Shanghai would make 10 per cent. on their funds by investing them in subsidiary coins and bringing them to the west.

LANE, CRAWFORD'S

GREAT QUALITY

SALE

FOR THIS WEEK ONLY

REAL BARGAINS

IN ALL DEPARTMENTS

MEN'S UNDERWEAR

JAEGER'S PURE WOOL
Heavy $4.50 per garment.

MORLEY'S LLAMA WOOL
Light $3.00 per garment.

PLAIN & FANCY SOCKS
All Sizes 75c. & $1.00 per pair.

STRIPED TUNIC SHIRTS
with Double Cuffs $2.50 each.

CEYLON FLANNEL SHIRTS
Special Line $3.50 each.

GREY FLANNEL JACKETS
$15.00 each.

Lane, Crawford & Co. [76

JUST UNPACKED

"BROADWOOD"

"BABY" GRAND PIANO

(With New Patent Steel Barless Frame).

A REVELATION IN

TONE, TOUCH & DESIGN.

The Anderson Music Co., Ltd. 84

Wm. Powell Ltd.

TELEPHONE 3146.

LAST DAY OF

SALE

in our

GENTLEMEN'S DEPARTMENT

is

TO-DAY.

There are still a few BARGAINS left. [77

NEW ADVERTISEMENTS

THE ROYAL HONGKONG YACHT CLUB.

THE FIFTH CHAMPIONSHIP RACE for Racing Yachts will be re-sailed on SUNDAY, FEBRUARY 6TH. Preparatory gun for Handicap class at 10.10 A.M.

H. S. ROUSE,
Hon. Secretary, Sailing Committee.
[362

G. R.

IMPORTS AND EXPORTS OFFICE.

NOTICE.

CHINESE NEW YEAR HOLIDAYS.

THIS OFFICE will be entirely CLOSED on TUESDAY and WEDNESDAY, the 8TH and 9TH FEBRUARY, 1921.

Licensed Warehouses will be entirely closed on those dates.

N. L. SMITH.
Superintendent,
Imports and Exports.
Hongkong, February 1st, 1921. [358

NOTICE.

THE Offices and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District WILL BE CLOSED to Public Business from the 8th, to the 13th instant inclusive. The Head Office will also be closed on Sunday, the 13th instant, as usual.

W. G. LAY,
Commissioner of Chinese Customs,
Kowloon and District.

York Buildings,
Hongkong, February 1st, 1921. [359

HONGKONG SAVINGS BANK.

NOTICE IS HEREBY GIVEN that on and after 14TH FEBRUARY, 1921, the HONGKONG SAVINGS BANK will be Open on:—

Week days from 10 A.M. to 3 P.M.
Saturdays from 10 A.M. to 12 NOON.

A. G. STEPHEN,
Chief Manager.
HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, February 2nd, 1921. [360

HONGKONG AUTOMOBILE ASSOCIATION.

NOTICE.

THE THIRD ORDINARY ANNUAL GENERAL MEETING of the HONGKONG AUTOMOBILE ASSOCIATION will be held at the Offices of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, Pedder Street, Hongkong, on FRIDAY, the 11TH day of FEBRUARY, at 5.15 P.M., to receive the Report of the Committee and Statement of Accounts to 31st December, 1920, to elect Officers and Committee for the ensuing year and to transact any General Business.

By Order of the Committee,
G. MISKIN,
Hon. Secretary.
Hongkong, February 1st, 1921. [361

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION).

NOTICE.

OWING to heavy traffic it is regretted local passengers cannot be carried by the 8.07 A.M. Express on SUNDAYS and PUBLIC HOLIDAYS. On these days, for the convenience of Golfers and others, a local Express will leave Kowloon at 8.35 A.M. for Sham Chun, calling at Taipo and Sheung Shui only. Last Ferry from Hongkong 8.25 A.M.

Breakfast served on train if ordered previous day.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, February 1st, 1921. [349

WISEMAN, LTD.

Fresh Arrival of
ENGLISH CONFECTIONERY

CADBURY'S CHOCOLATES.
FRY'S CHOCOLATES.
FULLER'S CHOCOLATES.
PASCALL'S CANDIES.
MACKINTOSH'S TOFFEE.

Also Caillers Swiss Chocolates in Fancy boxes and a large assortment of Peek Frean Biscuits.

All these Goods have arrived during the last few days.

WISEMAN, LTD.
[350

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

From FRANK GRAHAM, Esq.

at an early date
at "DUNOTTAR" No. 61, the Peak,
THE
VALUABLE HOUSEHOLD FURNITURE
&c., &c. &c.
therein contained,

Bedrooms Suites and Dining Room Furniture, specially designed by Lane Crawford & Co. for use at the Peak, Arm-chairs and Sofas, by the same maker, Blackwood Furniture, Curios, Pictures, Cutlery, Glass Ware, Bed and Table Linen, &c., &c.

Full particulars will be issued later.

Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
351

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June 1920.

With Index. Price $7.50.

On sale at the HONGKONG DAILY PRESS Office.

INTIMATIONS

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of $1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

IMPORT-EXPORT.

GENTLEMAN, with large experience in the Import and Export Trade in South China and capable of taking charge of departments, is open for immediate engagement. For further particulars, please communicate with—Box 397, c/o *Hongkong Daily Press*
328

NOTICE.

THE SHARE-HOLDERS of the BANQUE INDUSTRIELLE DE CHINE are herewith informed that an INTERIM DIVIDEND of Frs. 20 per Share will be paid from FEBRUARY 1ST, 1921, on presentation of their certificates at the Head Office, in Paris, and at any of its Agencies.
Hongkong, January 20th, 1921. [276

NOTICE OF REMOVAL.

PLEASE note we have REMOVED our Offices to Mercantile Bank Building, No. 7, QUEEN'S ROAD CENTRAL, 3rd Floor.
MANNERS & BACKHOUSE, LTD.
Hongkong, January 24th, 1921. [330

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on FRIDAY, FEBRUARY 4TH, 1921, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending December 31st, 1920.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, January 26th to FRIDAY, February 4th, both days inclusive, during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for
THE KOWLOON LAND AND BUILDING CO., LTD.
Hongkong, January 19th, 1921. [263

HE HONGKONG & KOWLOON WHARF GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LTD., on FRIDAY, FEBRUARY 4TH, 1921, at Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending December 31st, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, January 25th, 1921, to FRIDAY, February 4th, 1921, both days inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, January 20th, 1921. [270

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND FIRST ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on MONDAY, FEBRUARY 7TH, 1921, at 11 A.M., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from January 25th to February 7th, 1921, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hongkong, January 18th, 1921. [25

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in this Company, will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, the 19TH FEBRUARY, 1921, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th February to the 21st February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, January 31st, 1921. [343

THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

THE Directors of the above Company have declared an INTERIM DIVIDEND on Deferred Shares for the year 1920, at the rate of 6/- per Share.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 2/10 per dollar.

Dividend Warrants will be obtainable on and after SATURDAY, FEBRUARY 26TH, 1921, at the Company's Office.

TRANSFER BOOKS of the Company will be CLOSED from February 19th, to February 26th, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, January 28th, 1921. [315

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for
Boxes P, Q, AD., AP., AW., BF., BO., BR.,

LIVRES INTÉRESSANTS Hommes et Choses d'Extrême-Orient, par Zephyrin Guillemin, en vente chez Maison KELLY & WALSH. 7.

TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 16 to 19, Connaught Road Central (with use of lift).

Apply to— "A. B.,"
Care of *Daily Press* Office.
[134

TO LET.

TWO LARGE ROOMS to let for Office 14, Des Voeux Road Central, Top Floor.

Apply to— ROOM No. 1.
[131

WANTED.

FURNISHED HOUSE on Peak, or higher level, for summer months, would take over servants if required, no child.

Reply to—
Box 309,
Care of *Daily Press* Office.
[309

WANTED

STEWARDESS for steamer proceeding to Liverpool Middle of March, 1921. Applicants with previous experience and certificates of services only need apply.—BUTTERFIELD & SWIRE.
[308

WANTED.

COMPRADORE for a leading British Insurance Company. English language essential, and a general knowledge of Insurance Business. No others need apply. References required.

Apply to— Box 314,
Care of *Daily Press* Office.
314

WANTED.

DESIGN AND CONSTRUCTION OF YELLOW RIVER BRIDGE FOR PEKING-HANKOW RAILWAY.

THE PEKING-HANKOW LINE of the Chinese Government Railways invites sealed proposals of BRIDGE CONTRACTORS for Designing and Building a New steel Bridge about 2,800 meters in length across the Yellow River (Hwang-Ho). Proposals will be received up to NOON of JUNE 30TH, 1921, at the Office of Peking-Hankow Railway, Peking, China. Plans, rules and specifications can be obtained from the following Offices:

Peking:—Peking-Hankow Railway, American, British, Belgian, French, Italian and Japanese Legations.
Foreign:—Chinese Legations, Washington, London, Brussels, Paris, Rome and Tokyo.

All applications for same must be accompanied with £6.

PEKING-HANKOW RAILWAY ADMINISTRATION.
[130

WAR MEMORIAL

SUBSCRIPTION LIST.

FOR the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in hand at an early date.

Lists may be found at:—

Messrs. Lane & Crawford.
" Kelly & Walsh.
" Moutrie.
" Wm. Powell, Ltd.
The Hongkong Club.
" Hongkong Cricket Club.
" Club Lusitano.
" Engineers' Institute.
" Victoria Recreation Club.
" Kowloon Cricket Club.
" Kowloon Bowling Club.
" Peak Club.
" Club de Recreio.
" Craigengower Club.

M. J. BREEN,
Hon. Secretary,
War Memorial Committee.
Hongkong, December 15th, 1920. [129

THE UNITED MOTOR CO., LTD.

33 and 35 Des Voux Road,
Operating
EXILE GARAGE Phone 1036.

Cars for Hire and Accessories for Sale.

HONGKONG MOTOR CO.
141, Praya East, Wanchai.

Workshop and cars garaged at reasonables rates
Sole Agents for
FIRESTONE TYRES

32 x 3½ Firestone fabric tyres $50 each.
Batteries charged at $1.50 each.

We can give you a service second to none.
[171

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories
Motor Launch "Dayspring."
66

INTIMATION

WATSON'S

FINE OLD

BROWN

BRANDY

Unsurpassed as a Liqueur—delightful to the palate, mellow, and of Fine Aroma.

As a beverage, most healthful and agreeable; an aid to digestion.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

Phone 616.
[11

BIRTH.

HEARN.—At Shanghai, on January 26th, to Rev. and Mrs. THOS. A. HEARN, No. 18, Quinsan Road, a son.

MARRIAGE.

CARVALHO—COSTA.—At Shanghai, on January 22nd, ITO ANTONIO CARVALHO, son of Mr. Frederico Eugenio Carvalho, of Hongkong, to Palmyra ANGELINA DA CRUZ COSTA, daughter of Mr. Rodolfo Gomes da Costa, of No. 24, Haskell Road, Shanghai.

DEATHS.

CURTIS.—At Shanghai, on January 27th, C. J. CURTIS, S.M.C., Electricity Department, aged 27.

BELL.—At Bedford, England, on January 13th, D. W. BELL, late of Shanghai.

HONGKONG OFFICE: 10A, DES VOEUX RD. C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, FEBRUARY 2ND, 1921.

THE CANTON GOVERNMENT AND THE CUSTOMS.

ACCORDING to the order issued by the Military Government at Canton "the Chinese Maritime Customs Service functioning in the provinces under its jurisdiction" was to become subject to its orders and control as from yesterday, February 1st. A message from our Canton correspondent dispatched yesterday afternoon reported the business of the port to be going on as usual and that nothing had been done to enforce the order to the Customs Administration.

We reproduce in another part of our issue to-day the Memorandum to the Diplomatic Body at Peking by the group in Canton which claims to be the Military Government of the Republic. So far as the one province of Kwangtung is concerned the Memorandum undeniably makes out a very good claim to a share of the surplus revenues of the Customs. The purposes for which this money is avowedly required by the Government at Canton can hardly fail to enlist the sympathy of the Diplomatic Body, but there is a wide difference between sympathising with such intentions as the Memorandum discloses regarding the expenditure of the funds, and entrusting that expenditure to a "Government" which they do not officially recognise and of whose stability they have as yet no assurance. Six months ago the Kwangsi leaders who claimed to be the Government of the Republic of China at Canton could have preferred such a claim on equally specious grounds. That Government was not wholly bad. It claimed to stand for Progress and Reform and Constitutional Government, and one claim is as good as another until sufficient time has elapsed to prove or disprove its validity. Suppose, after Messrs. SUN & Co. had quitted Canton, the Diplomatic Corps had continued to sanction payment of a share of the surplus revenue of the Customs to the Government which was for the time being the *de facto* Government of the province, what would Messrs. SUN & Co. have had to say about it? Just what they would have said about it, the Kwangsi leaders would themselves say if the Diplomatic Body lent its sanction to the claims of those now in authority at Canton. While the present Government speaks in its memorandum of the "provinces" under its jurisdiction, there is no evidence whatever that its jurisdiction extends beyond the one province of Kwangtung, and in view of what has happened in the last two years, and the fact that the neighbouring provinces have returned to their allegiance to Peking, who can say how long it will be before the present Government at Canton makes another flight to Shanghai?

Dr. WU TING FANG, Mr. TANG SHAO YI and Dr. SUN YAT SEN are not exactly "buffoons," as we have seen them described, but when they threatened the disruption of the Customs Service, which would strike a grievous blow at the credit of China and entail international complications of a far-reaching character, we could only regard them as having taken leave of their senses. If while they have the power they were to start a separate Customs Administration, however good may be the reasons they advance for so doing, it would simply give a lead to every other province in which there are Treaty ports collecting considerable Customs revenues to clamour for similar local control. Our Tientsin contemporary, we notice, has instanced the case of the Hupeh Tuchun, who knowing that Hankow collected duties amounting to more than three and a half million taels in 1920, not to mention the collections at Ichang and Shasi, would probably attempt to take over control of the Customs Houses without even the pretence that he belongs to a "Constitutionalist Province." Having regard to the character of the news emanating from that part of China, we should think this a by no means unlikely development if Canton's threat materialised, and there can be no telling where or how the movement would end.

If China's credit is not to be seriously impaired, a different solution will have to be found for the disposal of the surplus revenues of the Customs—if indeed with the great depression in trade and the heavy fall in exchange, there will be any further surpluses to discuss for some time to come! Mr. H. B. MORSE in his important work on *China's International Relations*, when referring to the sensible compromise which was arranged in regard to the Customs when the Revolution of 1912 broke out, says: "It is by no means an over-statement to maintain that the Customs service in 1912 stood between its employers and the establishment of a Caisse de la Dette." At the present time when a similar situation is again threatened one might almost feel justified in regarding the threat of the Military Government of Canton as deliberately intended to force the intervention of the Powers. One or two of the Southern leaders, at least, have more than once publicly intimated that foreign intervention would not be unwelcome to them. However that may be, the order they issued makes it necessary for the Diplomatic Corps to frankly face the situation. The Government at Peking is impotent to enforce its decrees in the province of Kwangtung; the three Cantonese leaders—Dr. SUN YAT SEN, Dr. WU TING FANG, and Mr. TANG SHAO YI are the virtual dictators—the *de facto* rulers in the province, by consent of the population of the province. In these circumstances it is impossible to deny the justice of the claim that the Government which is actually administering the province should receive, for municipal purposes, the revenues which are recognised as belonging to it. But it is necessary to bear in mind that circumstances have undergone a change since the Diplomatic Corps sanctioned an arrangement whereby a certain percentage of the surplus revenues were assigned to the Government of the South-West Confederacy. The majority of the members of the Government of that Confederacy fled, and took with them a very large sum of money which had been allocated out of the Customs revenue to the South-West provinces. By their action, whatever excuse may be made for it, the *de facto* government at Canton was embarrassed in its functions by a lack of funds, and driven to measures for obtaining revenue which they might otherwise have discountenanced. Who can tell whether the present Government might not before very long become again a fugitive government and carry away the public funds of which it had gained control? No doubt the action of the authorities in Peking has been governed by considerations such as these, for all sorts of rumours pointing to the instability of the present *régime* at Canton have been reaching the capital. Until the Canton Government is able to satisfy the Diplomatic Corps of its permanence, some temporary arrangement ought to be possible whereby due provision shall be made out of the surplus revenues of the Customs for the municipal services or enterprises which the Canton Government has specified in its Memorandum as dependent upon the receipt of such funds.

Mr. Stuart J. Fuller, American Consul-General at Tientsin, is on a week's leave and will visit Shanghai and Hongkong.

Influenza in Japan is still on the increase. In September there were 705 cases and 25 deaths, and in December 8,181 cases and 173 deaths.

Mr. Charles R. Crane, the United States Minister to Peking, visited Shanghai last week accompanied by Mrs. Wilson, Mrs. Kidder and his secretary, Mr. James M. Brodie.

The Right Rev. Cecil Henry Boutflower, D.D., Bishop of South Tokio, who has been appointed Suffragan Bishop of Southampton, succeeds the Right Rev. James Macarthur, D.D., whose resignation will take effect on April 30th.

At a specially convened meeting of the members of the Royal Hongkong Golf Club, held in the City Hall last night, a proposal to admit ladies to the Club as members or subscribers was rejected by an overwhelming majority, only five votes being given in its favour.

The marriage of Ernest Frank Clennell, eldest son of the Consul and Mrs. Clennell, H.B.M. Consulate, Chinkiang, to Miss Ileene Aste, only daughter of Henry Aste, Esq., Carlton Hill, London, is to take place at St. Mark's, Hamilton Terrace, London, N.W., on the 5th February.

Mr. P. B. Paske-Smith, British Vice-Consul in Osaka, will leave at the end of February for Manila to be acting British Consul-General there. Mr. Smith will be succeeded by Mr. E. H. De Bunsen, who is at present on the staff of the Office of Commercial Counsellor of the British Embassy.

The health returns for the week ended January 29th show two cases (two deaths) of diptheria, two cases (two deaths) of paratyphoid fever, and two cases (two deaths) of cerebro-spinal fever. There were also six deaths from influenza. No cases were reported during the 48 hours ended January 31st.

His Excellency gave a dinner party on Monday evening at Government House. The guests present were:—Mr. and Mrs. N. L. Smith, Sir Eric and Lady Stuart Taylor, Major C. H. H. Sturges, D.S.O., Pay.-Lt.-Com. and Mrs. Stern, Capt. and Mrs. Leslie Smith, Lieut. E. H. O'Conor, R.N., Mr. and Mrs. Healing.

The Military Governor of Shanghai is reported to have received warning that a Chinese Bolshevik agent has set up his headquarters in Shanghai, with the object of stirring up trouble amongst factory workers. The directors of factories in Nantao, where some 10,000 men are employed, are being asked to warn their men against listening to "designing and evil propsganda."

The dance given on the str. *Anchises* at Shanghai by Messrs. Butterfield & Swire, the agents of the Blue Funnel line, was an "event" to be remembered, and faithfully recorded in the ship's log, says the *N.-C. Daily News*. Every launch leaving the Customs Jetty was seen to be packed with guests during the afternoon, and their numbers were considerably added to towards the evening.

The following extract is from the weekly circular of the Publicity Bureau of the Seattle Chamber of Commerce: "The steamship *Wenatche*, one of the five big passenger liners allocated by the Shipping Board for service between Seattle and the Orient, will be in this port early in March, bringing from New York several hundred of the prominent business men of that city, who will make the trip to the Orient. In connection with this new service the Pacific Steamship Company has completed plans for a national advertising programme and $150,000 will be spent in the next few months, selling (*sic*) Seattle and the new 'All-American' passenger line. According to the plans just completed the Pacific Steamship Company will feature Seattle's dominance as the 'Gateway to the Orient,' also its wonderful harbours and port facilities. Elaborate plans are being made by the Seattle Chamber of Commerce for the entertainment of the New York tourists on their arrival here *en route* to China, Japan, and the Philippines."

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

HOPEFUL TRADE OUTLOOK.

CONDITIONS IN GREAT BRITAIN AND UNITED STATES.

LONDON, February 1st.

Mr. Kelleway, speaking in Preston, was hopeful that trade recovery now will not be delayed long. Foreign markets had been glutted with dear goods, but these were being steadily disposed of. The world's hunger for supplies was not satisfied, and it was certain to become more urgent. Hence over-production was not an evil, as was sometimes suggested, but production at prices which people were unable to pay. The great danger was the policy of ca' canny, which meant high wages and low production, making prices prohibitive. The signs of the trade turning are indicated by the news that a number of steel furnaces in Wales have been re-started.

PROBABLE EFFECTS OF PARIS AGREEMENT.

LONDON, February 1st.

Mr. Booth, Vice-President of the New York Guaranty Trust Corporation, interviewed in London, said that American plans of reconstruction of Europe were based on the expectation of a shorter period of German indemnity payments, and in view of the Paris settlement must now be changed. Credits to European nations must be extended to enable them to pay without a strain. Another effect of the Paris Conference would be the adjustment of the American tariff schedules. The pre-war reasons for protective tariffs had lost much force, but America must be protected against dumping, while new markets must be found by following the British plan of supporting the development of new countries. The formation of the Foreign Trade Financing Corporation, which had just issued in New York capital stock of the value of £25,000,000, was the first big step in extending foreign credit. The special law under which it had been organised would permit the issue of debentures ten times its capital, which could be sold in small denominations to individual investors in the United States. The debentures would be based on the collateral security engendered by loans abroad for extended periods.

Mr. Booth pointed out that China was greatly increasing her manufacturing position. He expressed the opinion that Lancashire, particularly, will be faced with strenuous competition there, and declared that Americans did not fear trouble in the Pacific. They expect that good judgment of statesmen in the United States and Japan would work out the differences, which, at the worst, were not essentially fundamental.

IMPROVEMENT IN AMERICAN CONDITIONS.

WASHINGTON, February 1st.

The monthly statement of the Federal Reserve Board says that some plants are employing many hands and have resumed whole or part time running. A distinct improvement is reported in some branches of textile industry, while preparations to put financing of exports on a more satisfactory basis have laid the foundations of improvement in the whole export trade.

OUTLOOK IN AUSTRALIA.

MELBOURNE, February 1st.

Mr. Hughes, in a speech, denied that Australia was depressed. He said heavy export of primary products and an increase of deposits in banks showed that Australia was one of the most prosperous countries in the world.

POSITION IN CANADA.

OTTAWA, February 1st.

The Customs receipts of Canada show an increase of seven million dollars in ten months.

TO REPAIR RUSSIAN LOCOMOTIVES.

BRITISH ENGINEERING FIRM'S CONTRACT.

LONDON, February 1st.

Messrs. Armstrong and Whitworth's have entered into an agreement with a Russian trade delegation for carrying out repairs practically to the whole of Russia's locomotives. The commencement of the work depends on the ratification of the Anglo-Russian trade agreement. Unquestionably, this is a great contract and should give employment to hundreds of men.

BOMBAY MILL STRIKES.

UNEASINESS PREVAILING IN INDUSTRY.

BOMBAY, February 1st.

Uneasiness continues with regard to the situation in the mill area. Employes in the weaving department of the Century Mill have struck for higher wages. The strike at the Kohinoor Mill continues.

EARLIER CABLES.

THE PARIS CONFERENCE

A PESSIMISTIC VIEW.

LONDON, January 31st.

The generally opimistic attitude of the British Press with reference to the agreement reached between the Allies as regards reparations is not shared by the *Westminster Gazette*, whose Paris correspondent says that Mr. Lloyd George was stung to plain speaking by the sentimental French view. The correspondent asserts—as a result of his private conversations with British official personages—that they know the sum obtainable will be relatively low. The correspondent is of the opinion that the system now proposed is largely camouflage and, in a few years, when Germany is probably behind in payments and the Allies are alarmed at the inflow of German goods, a very different compromise will be proposed. He says as regards the export tax that it will prove impossible to control German exports through neutrals or to America.

SCEPTICISM IN FINANCIAL CIRCLES.

LONDON, February 1st.

City financiers point out that foreign exchanges and stock markets have not reacted as favourably as was expected upon the Allied agreement in regard to German reparations. There is a certain amount of scepticism as to whether the terms can be enforced, and there are fears that Germany will pour out milliards of fresh notes in order further to depreciate the mark. There was another 20-mark rise yesterday, making 241 marks to the pound.

SATISFACTION OF FRENCH PRESS.

LATER.

A Havas message says:—

The Conference results appear on the whole to be highly satisfactory to the French Press, which is especially pleased at the frustration of German endeavours to divide the Allies. The *Entente Cordiale*, according to the French, is stronger than ever.

M. BRIAND COMMUNICATES DECISIONS TO GERMANY.

LATER.

A Havas message says:—

M. Briand, as President of the Conference, has sent the head of the German delegation a letter stating the Conference's decisions. Regarding disarming, the letter says that the Allies, while granting Germany new delays, hope that she realises the serious consequences which a refusal to carry out her obligations would entail.

GEORGIA'S RECOGNITION.

The Supreme Council has granted the request of Georgia's representative for the recognition of that nation, according to *Le Temps*.

NEW CORPORATION.

RETURN OF SUBSCRIPTIONS.

LONDON, February 1st.

Subscriptions for the recent issue of the Amalgamated Trading and Industrial Corporation are being returned with 10 per cent. interest.

PETROL PRICE PROBLEM.

PRODUCERS ACCUSED OF PROFITEERING.

LONDON, February 1st.

The Board of Trade's second report attacks the Oil Trusts. The present cost of the production of fuel oil does not justify the prices charged. That the producers are exploiting consumers, owing to the large demand, is the Committee's verdict, and the Committee adds that there is no possible justification for the recent increase of sevenpence per gallon in the price of petrol. The Committee, while stating that it dislikes Government control, declares that there are only two ways of overcoming the difficulties, firstly, combined action through the Economic Section of the League of Nations, secondly, the production of substitutes and adoption of alternative sources of power to an extent that will lower prices. The soundest policy is to make the fullest use of coal and its products.

BANTAMWEIGHT CHAMPION-

JIM HIGGINS RETAINS TITLE.

LONDON, January 31st.

At the National Sporting Club, in a twenty-round contest for the Bantamweight Championship, Jim Higgins, of Scotland (holder), beat Kid Symonds, of Plymouth, on points.

THE MURPHY APPEAL

LONDON, January 31st.

In the appeal by Murphy (the Cork man who was sentenced to death by Court Martial) to the King's Bench Division in Dublin, the Chief Justice has delivered the unanimous judgment declaring that the Court had no power to give a further stay of execution, but expressing the opinion that the prisoner should be given an opportunity of making any further application in accordance with the Army Act.

GREAT BRITAIN AND FRANCE

HOPES FOR THE FUTURE.

PARIS, January 29th.

A Havas message says:—

At a dinner of the British Chamber of Commerce in Paris, its President (Sir Edward Barclay), in a speech, stated that France and Great Britain cannot exist without one another. Once the present exchange obstacles were removed, business between the two nations would be again as brisk as before the war.

AMERICAN SOCIALIST'S CASE.

PRESIDENT WILSON'S STAND.

WASHINGTON, January 31st.

President Wilson has formally disapproved the recommendation of the Attorney-General to commute the sentence on Eugene Debs, who was Socialist candidate for the Presidency and is undergoing ten years' imprisonment for violation of the Espionage Law.

WRANGEL'S TROOPS.

NOT MUTINY, BUT DISORDER.

LONDON, January 31st.

Reuter learns authoritatively that the report of the mutiny of General Wrangel's troops, cabled on January 18th, is without foundation. There was disorder on January 12th, but it was immediately stopped without bloodshed.

GREEKS IN ASIA MINOR.

REPORTED SURRENDER OF 2,000 TURKS.

LONDON, January 31st.

The Greek Legation announces that 2,000 armed Turks headed by Edhem Bey have surrendered to the Greek Army in Asia Minor.

Mr. Lloyd George, replying to Mr. Grattan Doyle in Parliament said he was not aware that the Russian 1,000 rouble note (nominal value £105), the chief currency of the Soviet Government, and now of the face value of 9d., contained the words, "Workers of the world unite." In any event, he could not imagine any business being transacted with this country on the basis of payment in rouble notes.

BATTLE OF JUTLAND.

OFFICIAL DOCUMENTS.

WHAT THEY REVEAL.

[BY ARCHIBALD HURD.]

Shortly after noon yesterday (Dec. 17th), in accordance with the pledge recently given in the House of Commons, a volume of official despatches bearing upon the Battle of Jutland, with appendices, was issued by the Admiralty (Cmd. 1068). In addition to the letterpress, which consists of 603 octavo pages, the volume contains thirty-one track charts or diagrams, and is accompanied by a case containing twelve British and seven German plans, tracks, or diagrams. Admiral Scheer's report is appended. The Harper "narrative" finds no place in the volume.

This material, it is understood, places at the disposal of the public all the material evidence regarding the manner in which the Battle of Jutland was fought. It includes not only Lord Jellicoe's despatch and sundry letters addressed by him to the Admiralty soon after the battle, but also reports from the admirals commanding the five Battle Squadrons, as well as the report of Admiral Beatty and statements by the senior officers of the Cruiser and Light Cruiser Squadrons and the torpedo flotillas.

With the aid of these numerous charts and the many reports written by flag officers, captains, and others, the patient historian, if adequately equipped in knowledge and experience, will be able to trace with accuracy not only the course which the action took, but even the participation in it of a large number of individual ships. The task will not be an easy one, owing to the variety of evidence available, and the conflict of testimony in some respects, and it may be that several months will elapse before many details can be fitted into their place in chronological order, with due regard to their importance and significance. Certainly no serious attempt can be made after a few hours' study of this enormous volume and its accompanying charts and diagrams to do more than indicate generally some of the outstanding features of the battle as now revealed.

POINTS OF CONTROVERSY.

It may be said that controversy as to the Battle of Jutland has been maintained more or less continuously ever since the action was fought, with the result that a number of uncertainties have assumed prominence in the public mind which these official documents were expected to remove. The extent to which these anticipations are fulfilled may be judged from the following statement:

1.—What was the naval policy of the Cabinet when, in face of the undefeated German fleet, it ordered the Expeditionary Force to be transported to France and Belgium, those transport operations to be subsequently supplemented by important military movements further afield, which rendered the maintenance of the safety of this country's sea communications vital to the existence of the Empire?

On this matter no light is thrown, for no reference is made to the subject.

2.—In what manner did the Admiralty interpret the Cabinet's policy, and what influence did that interpretation have upon the orders issued to the Commander-in-Chief of the Grand Fleet, that force consisting of a concentration of practically all the modern and efficient ships of the British Navy?

The documents shed little light on this matter, except in so far as a sentence in Lord Jellicoe's despatch of June 18th supplies a partial answer. After stating that "the German tactics during the action were those which have always been anticipated, and for which provision has been made so far as is possible in my battle orders," he discussed the danger arising from the enemy creating a prepared mine area and utilising his strength in submarines. The Commander-in-Chief added: "It is unlikely that in future operations we shall be so favoured in this respect, and the element of time will, therefore, be still more important. I foreshadowed in my letter of October 30th, 1914, No. 339/0034, in which their lordships expressed concurrence, A.L. of November 7th, 1914, M.03177/13, the possibility of it being actually necessary purposely to delay bringing the Fleet to close action for some time on account of the possibilities which the mine and submarine give for preparing a trap on a large scale, and it should be understood that this possibility still exists and will be increased as the enemy gets stronger in submarines."

3.—Did Admiral Jellicoe know that the enemy would be in the North Sea on May 31st?

As to that, he states in his despatch that he put to sea on the previous evening, in accordance with an Admiralty telegram. What the nature of that telegram was is not stated.

4.—What explanation is furnished of the reasons which led to the Battle Squadrons under the Commander-in-Chief being so far separated from the Battle Cruisers under Admiral Beatty?

This is a matter Lord Jellicoe discussed in his book, "The Grand Fleet, 1914-16," and it is now revealed that similar dispositions were made by Admiral Scheer with reference to his own battle cruisers and the battle fleet under his immediate command. They were separated by about fifty miles when the action opened, but whereas the German battle cruisers (Von Hipper) fell back on the main battle fleet (Scheer), Admiral Beatty, in engaging the enemy, was compelled in the run south to increase the distance between himself and Admiral Jellicoe, to the north.

DEPLOYMENT OF THE BATTLESHIPS.

5.—Is any further evidence forthcoming as to the loss of the battle cruisers *Indefatigible*, *Queen Mary*, and *Invincible*, together with the armoured cruisers *Defence* and *Warrior*?

The only new information of importance consists of a report by Midshipman J. L. Storey, of the *Queen Mary*, the senior surviving officer.

6.—Is there any explanation as to the error in the signals which reached Admiral Jellicoe, resulting in his finding the enemy on his star-board bow instead of ahead?

The report suggests that the error did not amount to as much as twelve miles, but there is no explanation of how the error occurred, except such as Admiral Jellicoe has himself furnished. "Obviously," he has declared, "great reliance could not be placed on the positions (of the ships of the High Sea Fleet) given by the ships of the Battle Cruiser Fleet (Beatty), which had been in action two hours and frequently altering course."

7.—It has been stated that Admiral Jellicoe, when he brought his six divisions of battleships into action, deployed "away from the enemy." Is that statement supported by these official papers?

It is revealed that Admiral Jellicoe did not deploy away from the enemy, but, on the contrary, formed his line of battle so as to get between the enemy and his bases. (See chart on page 14).

8.—Later on, when the enemy, suffering heavy punishment, decided to break off the action and made a fierce attack with destroyers supported by battle-cruisers (at the same time raising a smoke screen between the main British and German forces), was Lord Jellicoe's action in turning away first two points and then another two points, due to a momentary impulse, or was it a tactic which had been considered in advance and was concurred in by the other senior admirals?

On this question there is no shadow of doubt; the matter had been the subject of discussion, plottings on the tactical board, and exercise by sea. The movement of the Battle Fleet opened the range less than a sea mile, covered a matter of ten minutes, and then the Fleet again closed the enemy. Though many torpedoes were discharged by the Germans, no ship in the British battle line, upwards of seven and a half miles long, was hit.

9.—What truth is there in the report that at about 7.15 p.m. Admiral Beatty made a signal to the Commander-in-Chief to the effect that if the van of the Battle Fleet followed him the enemy would be cut off?

In Admiral Beatty's despatch there is no mention of this signal, but it is referred to by Lord Jellicoe on page 336 of "The Grand Fleet—1914-16." Captain Chatfield, of the *Lion*, Admiral Beatty's flagship, does not mention the signal.

In the record of signals now published it is stated that Admiral Beatty signalled the Commander-in-Chief, by wireless, at 7.47 p.m., to the following effect: "Urgent. Submit van of battleships follow battle cruisers. We can then cut off whole of enemy's battle fleet." This message was received in the *Iron Duke* at 7.54. From his despatch, it appears that Admiral Beatty lost touch with the enemy before this signal was despatched. After describing the firing upon enemy battleships from 7.14 onwards, he stated that "at 7.45 we lost sight of them." He was again engaged, however, for a short time at 8.20, and again for six minutes between 8.22 and 8.28. The mist, however, seriously interfered with effective action, and Admiral Beatty afterwards saw nothing more of the High Sea Fleet.

This signal from Admiral Beatty was to the "van," consisting of the *King George V.* and other vessels under Vice-Admiral Sir Martyn Jerram. In this officer's summary of reports from his squadron it is not mentioned, but it is stated that at 7.17 "*King George V.* opened fire on leading enemy ship. Range on sight 12,800 yards; salvo fell short. Target was either leading German battleship of *Lutzow* class with three destroyers on engaged side making a smoke screen." Simultaneously the *Monarch*, another ship of the squadron, observed enemy ship "heavily on fire." It appears, therefore, that just before the time when Admiral Beatty is said to have appealed to the van of the Battle Fleet to follow him in order to engage the enemy, the van was fighting some of the German Fleet. Admiral Jellicoe received the signal at 7.54, and at 8.10 he ordered "Second Battle Squadron (Jerram) follow battle cruisers."

10.—Was there any idea in the mind either of the Commander-in-Chief or of Admiral Beatty of seeking a night action?

Both these officers, no signals having passed, reached the conclusion that no attempt ought to be made to engage the enemy under necessarily uncertain night conditions. Admiral Beatty, in his despatch, remarked: "In view of the gathering darkness, and for other reasons, viz.: (a) Our distance from the Battle Fleet; (b) the damaged condition of the battle-cruisers; (c) the enemy being concentrated; (d) the enemy being accompanied by numerous destroyers; (e) our strategical position being such as to make it appear certain that we should locate the enemy at daylight under more favourable circumstances, I did not consider it desirable or proper to close the enemy battle fleet during the dark hours. I, therefore, concluded that I should be carrying out the Commander-in-Chief's wishes by turning the course of the fleet, reporting to the Commander-in-Chief that I had done so." Admiral Jellicoe has explained why he was also opposed to a night action.

HOPES OF A FURTHER BATTLE.

11.—Was there confidence in the Grand Fleet that the action would be resumed in the morning, since the British squadrons lay between the Germans and their bases?

As the quotation already made from Admiral Beatty's despatch shows, that was the conclusion he formed. Admiral Jellicoe was of the same mind.

(*Continued at foot of next column.*)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINA FAMINE RELIEF.

LONDON, February 1st.

The subscriptions received by the Hongkong and Shanghai Bank in London on account of the China Famine Relief Fund now total £16,896, including £105 from the Chinese Central Railways.

RICE CONTROL IN SIAM.

BANGKOK, January 31st.

Rice control has been abolished.

GERMAN CAPITAL INVESTMENTS.

AMAZING FLOW OF MONEY.

PARIS, January 26th.

The French newspapers quote the German financial newspaper *Die Bank* for some very illuminating facts regarding the flow of German capital during the past year.

The German organ shows that new capital invested in German companies during the first 11 months of 1920 amounted to no less than 7,275,000,000 marks, the corresponding figure for 1919 being barely over 1,000,000,000 marks.

The increase of capital of existing companies amounted to six and a half thousand million marks in the first 11 months of 1920, as compared with only three hundred millions in 1919.

New companies were capitalized during the period under review to the extent of one and a half thousand million marks as against 773 millions in the previous year.

The following figures, culled from *Die Bank*, indicate the direction of this great flow of new capital (millions of marks omitted):—

Metal industry attracted	1,364
Mining ,, ,,	771
Electrical ,, ,,	663
Chemical ,, ,,	585
Industries connected with Food Supplies attracted	511
Banks attracted	1,067

The comment of the French newspapers may be summarized in this one question: "Has Germany the right to play the professional beggar and to plead economic and financial distress as just cause for refusing to pay her debts?—French Wireless through Reuter.

12.—In these circumstances how did the enemy escape?

It is now established that Admiral Scheer took advantage of the darkness, the mist, and the smoke to steer towards Horns Reef, passing unseen in the night behind the British Fleet. He thus obtained the protection of the German minefields, the extent and location of which were unknown to the Grand Fleet.

13.—What material damage did the enemy receive as the result of the action?

The estimates of ships sunk which were made by Admiral Jellicoe and Admiral Beatty were over the mark owing to the conclusions reached by the observing officers of the Grand Fleet, which were exaggerated. The action throughout was fought at long range, when observation was difficult. It now appears that only one German battleship, the *Pommern*, one battle-cruiser, the *Lutzow*, four light cruisers, and five destroyers were sunk. On the other hand, the injuries inflicted on the German fleet generally were far more serious than even Admiral Jellicoe and Admiral Beatty concluded.

14.—What moral damage was inflicted on the enemy?

Apart from the material damage which the High Seas Fleet suffered, the moral injury which it sustained, when it narrowly escaped from annihilation by a combination of luck and skill, was such that the crews rebelled when, shortly before the Armistice, it was decided in desperation to confront the Grand Fleet again, the operation being regarded in the nature of a forlorn hope even by the senior officers and as an act of suicide by the men. The rebellion in the navy, of which the seeds had been sown by compulsory measures to man submarines, sprang into flame, and German sea power, defeated at Jutland, expired.

That summarised statement reflects the light which these papers shed on the manner in which the Battle of Jutland was fought and the extent to which the enemy suffered. . . . The public now has the satisfaction of knowing that a complete revelation has been made of all the material in the possession of the naval authorities.—*Daily Telegraph*.

A GERMAN CONFESSION.

The first confession that the German fleet did not win the Battle of Jutland is made by the *Vossische Zeitung*.

"Admiral Scheer's secret report to the Kaiser has been published in most Berlin papers but few venture on any comment. The *Vossische Zeitung*, however, is quite frank about the matter.

"What was the result?" it asks.

"The German fleet was put out of condition to fight for ten weeks at least. Certainly the British losses were greater, but a little blood-letting is nothing to the giant, though fatal to the weaker adversary."

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IF THERE HAD BEEN NO WAR.

WHERE WOULD GREAT BRITAIN BE TO-DAY?

What would Great Britain have been like to-day if there had been no war and normal developments had proceeded on the lines under contemplation in 1914 before Germany launched her bombshell on the world? says a Home paper.

The Budget of 1913-14 foreshadowed an expenditure of 195 millions, an estimate which was exceeded by about one and a half millions. Since those happy days we have spent 11,260 millions sterling, and the 1920-21 Budget indicates an expenditure of a further £1,418,300,000.

Our income tax on earned income was round about ninepence in the pound, and the limit of the super tax was 1s. 4d. Our liabilities for the Army were under twenty-nine millions, and for the Navy fifty-one and a half millions. The Civil Service expenditure, including twelve and three-quarter millions for old-age pensions, cost less than fifty-nine millions.

COLOSSAL EXPENDITURE.

Where do we stand to-day? More than two years have elapsed since the armistice, but 125 millions are demanded for the Army, nearly eighty-four and a half millions for the Navy, twenty-one millions for the Air Force, and the colossal sum of £427,418,000 for the Civil Services, with supplementary estimates of another twenty millions, and the income tax at anything between 3s. and 6s. in the pound.

Last year the Army cost us 395 millions, the Navy 156½ millions, the Air Force fifty-two and a half millions and the Civil Services 569 millions. So that we are a little better off than we were in 1919-20, but the country is still being drained of its financial life-blood for purposes of administration, and it may be ten years before we get back to the normal again—if, indeed, we ever do.

Of the revenue which has been received by the State to meet this expenditure, 898½ millions has been contributed by income tax, land tax, and inhabited house duty. The total derived from this source in 1912-13 was forty-four and three-quarter millions. Last year it had risen to more than 293½ millions, and for 1920-21 the yield is estimated at nearly 388½ millions.

But what if there had been no war to drain the nation of its resources? Normal developments would have continued, and the great schemes which were under contemplation in the summer of 1914 would have been carried into fruition. Large sums would have been allocated to the upkeep of roads and to the construction of new great arteries.

PUBLIC HEALTH.

Our railway services, unable even at that date to keep pace with the growth of the population, and to-day hopelessly inadequate, would have been improved to a point commensurate with public needs. New lines would have been laid down, rolling stock increased, and obsolete methods and material consigned to the scrap-heap.

The needs of an ever-increasing population would have been met by means of great housing schemes and garden cities, and the movement which in 1914 was gathering force to sweep away the miles of slums which disfigure London, Liverpool, Manchester, and other large cities would have made tremendous headway.

In the six years that have elapsed since the warcloud descended it might easily have been possible to wipe out these blots on our twentieth century civilisation, and in the place of them there might have arisen dwellings which by comparison were palaces.

All these phases of evolution towards a higher standard of living have been arrested by the paralysing hand of war, and with the heavy burden of debt which lies upon us it must inevitably be many years, if ever, before the great projects which clamour for execution can be carried into effect.

ARMY'S WATER SUPPLY.

HOW IT WAS DONE IN FLANDERS.

How the British armies in France and Flanders were supplied with water was the subject of an address by Major H. Stacpoole, R.E., at the Institution of Civil Engineers. After the battle of the Somme water situation became serious because the 4th army had 600,000 men in a waterless area. Several hundred pumping stations had to be hurriedly installed and mains laid, but it was soon found necessary to organise a boring section for each army in the field. The immediate result of the formation of these sections was that it became possible to sink a bore hole in any district 300 feet deep in five days. In one instance a bore hole was cut 182 feet through chalk in a sixteen hours' shift. Contrary to rumour, no case of wells having been poisoned was ever reported though there were one or two instances in which it was discovered that the enemy had placed manure in the well. In every phase of the operations the demand for water was usually twice that estimated by headquarters.

THE HOUSING PROBLEM IN ENGLAND.

THE INCREASE IN COST OF BUILDING.

The present cost of building according to the report of the housing committee of the London County Council is three and a half times as much as before the war. The rates of pay of a mechanic and a labourer are 178 per cent. higher than in 1914, and materials, which during this year have risen 33⅓ per cent., are now at from three to four times pre-war prices. 582 houses on the Roehampton estate are ready to be let. The average annual outgoing on each house will amount to £129, of which £40 will be paid by the tenant in rent, the balance being met out of public funds.

"SLUMP" SKETCHES.

CHANGED DAYS IN LANCASHIRE.

A year ago Lancashire folk were making millions out of mill sales proceeding at the rate of £20 a week. Rough-spoken men made fortunes. The world clamoured for Lancashire cotton goods and price was no object. The dramatic change that has occurred may be seen from the sketches below, says Mr. Jones Hodson.

(Smoke-room of a Manchester café, 11 a.m.)

Salesman: "I've sold one piece in three weeks. Two coffees, please. We've 10,000 pieces in stock. You can have 1 or the 10,000 at £4 a piece below cost of production. We must have some money."

Grey-cloth Merchant: "Dominoes! Right. Woollen scarves, that were 26s. are going for 5s., and 30s. jumpers for 8s. 11d. If old Ned comes out of this without losing a quarter of a million he'll be lucky. But he doesn't show that he is worried. He says—you know what he is—'I started wi' nowt, an' if I finish wi' nowt—well ——' and he hunches his shoulders and walks off. How about golf?"

Buyer: "Any time you like. This afternoon? The gu'nor has gone fishing for a few days. I see the rupee is expected to fall still lower. Is there no bottom?"

Dominoes rattle and out of the smoke come phrases: "Mail from Shanghai half as ever," "Busy—ay, catching a cold."

(A Bolton cottage. 4 p.m.)

Dick (a spinner, coming in from a country walk and throwing down his cap): "I'm fed up. This is what comes of syndicates. Because they're not making big dividends on seven times the normal capital, they shut down three days a week. Half-time is to be abolished in January, but we're all half-timers now."

Joe (his father): "Howd thy noise! T' cotton trade's always been like this. Time enough to talk when thy motor-bike's gone for meat. Where's them £900 thou made when t' mill were sold? Thy Aunt Betsy in Burnley 's sold t' grandfather clock—they're that hard up. They've been on short time four months."

Dick: "That makes it no better. Bill Yates put in an hour or two firin' up. He were told he'd nothin' to draw because it were needed for unemployment insurance contributions, but when he went to draw his insurance he was told he couldn't because he hadn't been working. It's the thickest thing I've heard of."

Joe: "Don't grumble so much. Get thy fiddle and we'll play some duets."

(Drawing-room of Lancashire House, Rhos-on-Sea.)

Mrs. Shaw (reading a newspaper): "No sign of improvement. I wish you'd taken your money out of the mill after it was sold."

William: "Now, don't worry, Sarah. There's another boom coming. Them Indians and Chinese haven't a rag to their backs. They'll have to buy and we're the only folk who've got the stuff. Happen there'll be some money lost; well, we made plenty. T' rush 'll come all at once when it does come—just like last year. Put thy things on; t' car's due in five minutes."

THE CHILDREN MOVE THE WORLD FORWARD.

The world's destiny is in the hands of the children; the character of that destiny depends upon the character of the children; and the character of the children depends upon the method of their upbringing.

It is not enough to teach our own children only. Thousands of other children scattered over the Motherland—children of the slums and the highways, the starving, the suffering, the destitute—are not merely ignorant of their part in the world's welfare but are actually imbibing day by day what tends rather towards its ruin. For their own sake, for the Nation's sake, they must be rescued and rightly taught.

We have just received a letter from the late Mr. William Baker, the Honorary Director of Dr. Barnardo's Homes, his last appeal on behalf of the children, written just before his death, in which he pleads the children's cause and asks that every child born into the world be given a fair chance—that they may in the near future help to move the world forward and upward. His last words are: "I know that you will help the little ones."

We cannot turn a deaf ear to such a plea from the Motherland.

Dr. Barnardo's Homes, who are past-masters in dealing with boys and girls, having rescued 90,187 children, aver that hereditу is nothing; it is environment which counts.

There are to-day 7,318 boys and girls and babies under the care of the Homes.

They are being brought up and trained in a proper environment; the babies' lives are a round of play, kindergarten exercises, proper feeding and sleep, and the pictures of the merry children's faces in the booklet which accompanied Mr. Baker's letter, speak eloquently of the joy of their changed lot. Most of the boys and girls are brought up in Model Villages and have a healthy home-life atmosphere.

10,715 Barnardo lads fought for us on land and sea and in the air in the Great War, and hundreds made the supreme sacrifice.

300 Barnardo boys are always in training for the Navy and Merchant Service. A wise lesson learned from the War is that British ships should be manned by British lads.

But boys and girls cannot be fed on air. The Food Bill alone for such a large family—the largest in the world—is enormous. In these days of high prices it is nearly three times as big as in 1913.

Never before have the Homes needed so urgently the support of those the world over who think of the welfare and happiness of little children.

Donations may be sent to the Honorary Treasurer for the Homes, 18-26, Stepney Causeway, London, E. 1, and cheques, orders and drafts should be made payable to "Dr. Barnardo's Homes" and crossed.

SANITARY WASHABLE

HALL'S DISTEMPER

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post-free on application to:—

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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

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MEMBERS OF JAPAN HOTEL ASSOCIATION.

Average Rates for Single Rooms (without Bath) including meals

Y10—12 in cities and some popular resorts,
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Kaihin Hotel	Matsushima:	Kanaya Hotel	Imperial Hotel
Karuizawa:	Park Hotel	Nikko Hotel	Tokyo Station Hotel
Mikasa Hotel	Miyajima:	Osaki:	Tsukiji Seiyoken Hotel
Kobe:	Miyajima Hotel	Osaka Hotel	Yokohama:
Oriental Hotel	Miyanoshita:	Shimonoseki:	Grand Hotel
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IN TAIWAN (FORMOSA)

Taihoku: Taiwan Railway Hotel

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Fusan:	Dairen:	
Fusan Station Hotel	Yamato Hotel	Ryojun (Port Arthur):
Shingishu:	Hoshigaura:	Yamato Hotel
Shingishu Station Hotel	Yamato Hotel	

For 120 page handy guide book and information, please apply to Offices of JAPAN TOURIST BUREAU, THOS. COOK & SON, or AMERICAN EXPRESS CO., or SECRETARY OF THE ASSOCIATION, c/o Traffic Bureau Government Railways, Tokyo.

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DUNERA"

Arrived Hongkong on Jan. 30th, 1921.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf ex s.s. B. I. S. N. and B. & P.S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, January 31st, 1921. [354

NOTICE TO CONSIGNEES.

THE EASTERN & AUSTRALIAN STEAMSHIP COY'S STEAMER "KANOWNA"

Arrived Hongkong on Jan. 31st, 1921.

FROM MANILA and AUSTRALIA.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 A.M. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, January 31st, 1921. 355

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motorship

"GLENAMOY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th Feb. at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 4th Feb. at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurances will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, January 28th, 1921. [335

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2s. 9d. PER BOTTLE.
J. LAU, CHEMIST & Co., HONGKONG. AGENTS.
SEE TRADE MARKED WORD "THERAPION" ON GOVT. STAMP AFFIXED TO EACH GENUINE PACKET.

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Nestlé's MILK Food has been famous

—and today is the most widely used baby food in the world!

Send us the coupon or a post card and we will gladly send you, Free, enough Nestlé's Food for 12 feedings and also a Mother's Book, which tells all about how to take care of babies.

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P. & O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

THE Steamship "DUNERA," Captain L. Walker, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, the 15th FEBRUARY, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 P.M., the day before sailing. The contents and value of all packages are required.

For further particulars apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, February 1st, 1921. [356

PACIFIC MAIL S.S. CO.

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Operating the new first-class steamers

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HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"THE SUNSHINE BELT."

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

"ECADOR"	Wednesday, February	23rd.
"COLOMBIA"	Wednesday, March	23rd.
"VENEZUELA"	Wednesday, April	20th.

U.S. SHIPPING BOARD VESSEL

FOR SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL SS. CO., Hotel Mansions, Cable Address "SOLANO.

Telephone 141. 56

SCOTTISH LETTER.

THE HOUSING PROBLEM.

GRAVE OUTLOOK IN THE NORTH.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, December 15th.

The great question of the hour in Scotland, overshadowing every other, is the housing of the people. The shortage of houses is increasing with every month, and we are fast reaching a critical stage. The details of the problem would be of little interest to readers in the East, but half a dozen figures, dealing with one aspect alone, the steps taken to meet the deficiency, will give some illuminating information. Sir George McCrae officially states that the Board of Health has approved of tenders for 17,473 houses under the schemes of Scottish local authorities. But of these only 500 are complete and in occupation, and only about 6,000 under construction. Dundee alone is represented by a scheme for the erection of 6,000 houses, of which 238 are already in occupation. Progress in most of the other areas is slow and disappointing.

On the top of this comes the astounding cost. On the full minimum scheme for Scotland the loss to the State will be £3,600,000 a year.

When one resolves these figures plus the very modest addition of rates, the result is staggering, and optimism as to the future is severely checked by the announcement that building costs have risen more than 30 per cent. since the month of January. When Malthus wrote his "Principles of Population" he did not foresee that it would be the problem of housing, and not of food, that would prove the first clear index of over-population and the greatest stimulus to emigration. It is emphatically the most serious economic problem we have had to face in modern times, and to overcome it will demand a great deal more energy and organising capacity than have so far been exhibited either by local authorities, the building trades, the Trade Unions, or the people in general.

THE LATE SIR CHARLES BRUCE.

The death has taken place in Edinburgh of Sir Charles Bruce, G.C.M.G., of Arnot Leslie. He recently underwent an operation for cataract, from the effects of which he never rallied. The son of Mr. Thomas Bruce of Arnot, he was born at Roncally, Bengal in 1836, and was educated at Harrow. Possessed of a great talent for acquiring languages, he travelled in Canada and America, and was well-known as a Sanscrit scholar while attending Yale College. He afterwards pursued his Oriental studies at Tubingen, mainly devoting himself to the Indian Vedas and Zend Avesta, and became a contributor to the epoch-making Sanscrit Worterbuch" published under the auspices of the Imperial Academy of St. Petersburg. Later the Academy published his "Die Geschichte Von Nala," which took its place as a text-book at the principal Universities of Europe and America, followed by a translation from the Sanskrit of "The Story of Nala and Damayanti." In 1863 he was appointed Assistant Librarian of the British Museum, in 1865 Professor of Sanskrit at King's College, London, and three years later Rector of the Royal College, Mauritius. In 1878 he became Director of Public Instruction in Ceylon, and reorganised the educational system on principles adapted to a community which included over 70 races and nationalities. On his departure from Ceylon to take up the post of Colonial Secretary for Mauritius he was presented with an address in Sanskrit by the Buddhist priests from all the temples of Ceylon. During his term of office as Administrator he drew up a memorandum on the educational system of the Colony, and availed himself of the opportunity to recognise an equality of right to promotion between Mauritius and British-born members of the Civil Service. He also devoted himself to a vindication of the rights of British Indian emigrants. On his return to England in 1885 he was transferred to the office of Lieut.-Governor and Government Secretary of British Guiana, and afterwards became Governor of Windward Islands, returning to the East to undertake the duties of Governor of Mauritius. In his retirement he was a frequent contributor to the Press on Colonial affairs, and published several books—a volume of poems, "The Broadstone of Empire," and "Milestone of my long Journey."

THE "MOLE HILLS" OF LANARKSHIRE.

In many parts of industrial Lanarkshire the landscape is dotted with pit-bings, but it is now undergoing a vast change owing to the discovery in them of certain valuable substances for the manufacture of briquette fuel. All over the Black Country labourers are busy carting away these refuse bings to the railways for transit to manufacturing centres. The scarcity of coal during the war is responsible for the utilisation of this material, and large quantities are every day being shipped to France and Belgium as well as being used at home. A Lanarkshire colliery firm, unaware of the value of these "mole hills," as the miners call them, sold one to a firm of contractors, and when it leaked out that these contractors were getting four or five times what they paid for the stuff, the colliery owners sought to have the contract cancelled. The contractors refused the offer of a sum of £15,000. These "black spots" are chiefly composed of the dust-like substance known as dross washings. Some 40 or 50 years ago, when coal was at a cheap price, colliery owners deemed this dross just so much waste, and cast it out carelessly to disfigure the countryside. But now, when mixed with a small quantity of coal, it is reckoned excellent for many industrial purposes. It is being quoted at anything from 20s. to 30s. a ton, and the bings yield from 5,000 to 10,000 tons.

(*Continued at foot of next Column.*)

THEATRE ROYAL

For a short season only.

REYNOLDS DENNISTON, LTD. presents

THE DENNISTON PLAYERS in a new repertoire of Comedies and Farces

TO-NIGHT At the request of Many "SHE WALKED IN HER SLEEP"

Thursday, Feb. 3rd:— For the First Time in Hongkong "STOP THIEF"

Friday, Feb. 4th:— The Remarkable Play "THE ACQUITTAL"

Prices: $4, $3 & $1. Performance 9.15 p.m. Sharp. BOOKING AT MOUTRIE'S.

The Peak Tramway Co. will run a special car 15 minutes after the performance. [357

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AUCTIONEER, SURVEYOR AND GENERAL BROKER.

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WEEKLY AUCTIONS

TUESDAYS:— MISCELLANEOUS GOODS.

THURSDAYS:— VALUABLE HOUSEHOLD FURNITURE

SATURDAYS:— EXCELLENT HOUSEHOLD FURNITURES. 72

APIOLINE (CHAPOTEAUT)

LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansy, Steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris

Sold by all Chemists.

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A GREAT GOLFER AND CURLER.

By the death of the Rev. John Kerr, of Dirleton, there passes away one of the best known Scottish golfers and curlers, though never occupying a first rank place as a player in either game. He was fortunate to be called very early in life to Dirleton parish, in the heart of the golfing country which fringes East Lothian, and he never left it till he retired from the active ministry a few years ago. To live 40 years in such a district was to imbibe the very spirit of golf; in full measure Mr. Kerr was inspired by it, and, what is more, readily and gracefully expressed it in writing. He was an abundant contributor to the daily Press on golf subjects, and his principal enduring contribution to the literature of the game was "The Golf Book of East Lothian." In the course of his historical studies he collected a valuable library of golf books, manuscripts, and letters. This was recently advertised for sale, and it was purchased at a considerable price by J. H. Taylor.

Mr. Kerr used to recall that on the Sunday after Taylor was beaten in the tie for the Open Championship in 1896, which would have given him his third successive win, he attended the services in the parish church of Dirleton, and sang in the church choir. Is there anything John Henry cannot do?

MARRIAGES.

At Melville Castle, Viscount Melville to Margaret Todd, an Edinburgh lady, who until recently was employed in a Princes Street perfumer's establishment. The bride is said to be about 40, and Lord Melville is 78 years of age. His Lordship has been twice previously married.

At St. George's Church, Hanover Square, London, Denys Whitcombe, M.B., Oxon, elder son of Dr. and Mrs. Percival Whitcombe, 69, Queen's Gate. The bride, who was given away by the Marquis of Aberdeen, is the daughter of the late Capt. and Mrs. David Macpherson, grand-daughter of the late Hon. Sir David Macpherson, Ontario, and granddaughter of the Marchioness of Aberdeen. She worked with the French Red Cross at Verdun during the greater part of the war. Her grandfather, while Speaker of the Canadian Senate, had the honour of entertaining King Edward at Chestnut Park, Toronto, during his visit as Prince of Wales.

OBITUARY.

At a nursing home, Liverpool, on December 9th, Robert Henderson, of Hongkong, brother of A. K. Henderson, Avon Bank, Gourock, and Hongkong.

At The Cottage, Forres, on December 13th, Margaret Weyman, widow of John Kyle, of Cathay, Forres, and Hongkong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI via SWATOW	"KWONGSANG"	Thurs.	3rd Feb., D'light.
MANILA	"LOONGSANG"	Fri.	4th Feb., 3 p.m.
SHANGHAI	"CHOYSANG"	Sun.	6th Feb., D'light.
S'PORE, PT. SWETTENHAM, AMOY & CALTA	"KUMSANG"	Mon.	7th Feb., 2 p.m.
TIENTSIN via S'HAI, W'HAIWEI & CHEFOO	"HIPSHING"	Mon.	7th Feb., 3 p.m.
SHANGHAI	"HANGSANG"	Tues.	8th Feb., D'light.
HAIPHONG via HOIHOW	"TAKSANG"	Wed.	9th Feb., 10 a.m.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Manila and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through Bookings can be obtained and through Bill of Lading are issued for all Northern and Yangtsze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about Monday, Feb. 7th, for SINGAPORE, PORT SWETTENHAM, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—

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GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENARIFFE"	10th Feb.
S.S. "GLENSANDA"	14th Feb.
M.V. "GLENAPP"	20th Feb

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M/V. "GLENLUCE	about 12nd Feb.	GENOA, LONDON & ROTTERDAM.
M/V. "GLENTARA"	about 1st Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freights or further particulars please apply to:—

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥20,000,000

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Vice-President: Mr. K. MATSUKATA.
Managing Director: Mr. MASAYA ABE.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

No. 8, Bund, Kobe.

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SHIPPING NEWS

ARRIVALS.

January 31st.

Chongwo, Chinese str., 556 tons, Capt. Fletcher, from Haiphong, with a general cargo.—Hing Lee S.S. Co.

Chuen On, Chinese str., 235 tons, Capt. Chan Chau, from Kwang Chow Wan, with general cargo.—Luen Yick.

Paul Lecat, French str., 12,988 tons, Capt. Cazal, from Yokohama, with a general cargo.—M.M. Co.

Providence, Norwegian str., 693 tons, Capt. O. Hansen, from Canton.—K. Larsen.

Szechuen, British str., 1,594 tons, Capt. Wm. Benson, from Canton, with a general cargo.—B. & S.

February 1st.

Chekiang, British str., 1,313 tons, Capt. Jones, from Canton, with a general cargo.—B. & S.

Deucalion, British str., 4,336 tons, Capt. Kendall, from Shanghai, with a general cargo.—B. & S.

Dewawongse, British str., 1,047 tons, Capt. Shearer, from Saigon, with rice.—C. & C.

Hoihow, British str., 896 tons, Capt. Lovegrove, from Hongay, with coal.—B. & S.

Innamincka, British str., 1,442 tons, Capt. Nicol, from Singapore, with a general cargo.—Nemazee.

Ixion, British str., 6,520 tons, Capt. Hazeland, from Vancouver and Kutchinotzu, with a general cargo.—B. & S.

Lake Citano, American str., 1,612 tons, Capt. Hill, from Saigon, with rice.—P.M. S.S. Co.

Prosper, Norwegian str., 1,376 tons, Capt. Olsen, from Saigon, with rice.—Yee Cheong.

Rupara, British str., 982 tons, Capt. Copland, from Dalny, with a general cargo.—Nemazee.

Sodegaura Maru, Japanese str., 1,242 tons, Capt. Katsumoto, from Bangkok, with a general cargo.—Y.K.K.

Tonglee, Chinese str., 882 tons, Capt. Mori, from Dairen, with a general cargo.—Yu Tai Hong.

West Cajoot, American str., 3,759 tons, Capt. Wenkul, from Iloilo, with a general cargo.—S. & D.

Yeitsi Maru, Japanese str., 2,001 tons, Capt. Takaguchi, from Chingwantao, with coal.—D. & Co.

PASSENGERS.

ARRIVALS.

Per s.s. *Paul Lecat*, from Yokohama, on January 31st:—Mr. J. G. Courvoisier, Mr. R. P. Berliez, Mr. Wilsson, Mgr. Castague, Mgr. Mutel, Mgr. Bemange, Mr. and Mrs. G. S. Broughton, Commander and Mrs. Hutchinson, Mr. Gilbert, Mr. A. J. Haynes, M. Barbour, M. Caur, Mgr. Chauvelin, Mgr. Fayolle, Mgr. Choubet, Mgr. Gaspar, Dr. E. H. Jay, M. R. P. Lee, M. and Mme. Szenfeld, M. R. P. Buffet. Total passengers on board, 217.

SHIPPING MOVEMENTS.

The s.s. *Benmohr* (Ben line) from Leith, and London, left Singapore on January 31st, and is expected here on February 7th.

The N.Y.K. s.s. *Suwa Maru* (America line) left Shanghai on January 31st, and is expected here to-morrow.

The R.M.S. *Empress of Japan* arrived at Nagasaki on January 31st, left there the same day, and is due at Yokohama to-day.

The R.M.S. *Empress of Russia* arrived at Shanghai on January 30th left there January 31st, and is due at Manila to-morrow.

The s.s. *Keemun* (Blue Funnel line) left Suez on the 27th ulto. for Hongkong, and is due here on the 20th inst.

The s.s. *Teiresias* (Blue Funnel line) left Singapore on the 30th ulto. for Hongkong, and is due here on the 4th inst.

The N.Y.K. s.s. *Sanuki Maru*, (Calcutta line) left Kobe for this port, *vid* Moji, on January 31st, and is expected here on February 7th.

The P. & O. s.s. *Delta* left Shanghai for Hongkong on the 1st instant at 9.30 a.m., and is due here on the 4th instant about 6 a.m.

VESSELS EXPECTED.

Atreus (Blue Funnel), due March 28th.
Autolichus (Blue Funnel), due March 28th.
Duquesne (Barber line), from New York, due about February 2nd.
Eldridge (Admiral line), due about February 26th.
Elpenor (Blue Funnel), due March 20th.
Empress of Russia, from Vancouver, due February 5th.
Eurypylus (Blue Funnel), due March 3rd.
Idomeneus (Blue Funnel), due March 3rd.
Jason (Blue Funnel), due March 10th.
Kitano Maru, from London, due March 2nd.
Lisbon Maru (N.Y.K.), from Japan, due February 9th.
Lowther Castle (Dodwell line), due February 6th.
Lahore (P. & O.), from Singapore, due February 3rd about 6 a.m.
Pawlet (Admiral line), due March 7th.
Pyrrhus (Blue Funnel), due March 31st.
Saturna (Barber line), from New York, due about February 15th.
Suwa Maru (N.Y.K.), from America, due February 3rd.
Taian Maru (N.Y.K.), from Calcutta, due February 12th.
Tango Maru (N.Y.K.), from Sydney, due February 14th.
Teiresias (Blue Funnel), due February 5th.
Telemachus (Blue Funnel), due April 12th.
Wakasa Maru (N.Y.K.), from Liverpool, due March 3rd.

WITHOUT PURE BLOOD no health is possible.
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BLOOD MIXTURE.
BRAIN AND NERVE FOOD.
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DR. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS
Invaluable for all diseases of these important organs. Purifying to the blood. Prevent Fevers. Etc.
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WEATHER REPORT.

February 1st, at 11.30.—Pressure has decreased considerably from Shanghai to Hongkong, and has increased slightly at Vladivostock. It is nearly stationary over the Philippines.

The anti-cyclone is probably central over S.W. Japan.

The monsoon will continue to moderate over the N. China Sea. It is interrupted to the north of Amoy.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.19 inch against an average of 1.51 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong to Gap Rock	N.E. winds, fresh to moderate; fine to cloudy.
Formosa Channel	N.E. winds, fresh.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

February 1st, 1921.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	6 a.m.	30.02	18	—	E	1	o
Nemuro	5 a.m.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	6 a.m.	30.27	36	70	—	0	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.22	43	88	SSE	1	o
Gutzlaff	"	30.18	46	100	SSW	4	o
Sharp Peak	7 a.m.	30.04	49	48	SSE	7	o
Amoy	6 a.m.	30.12	54	89	NE	2	b
Swatow	"	30.13	56	75	NNE	1	c
Taihoku	"	30.10	52	87	SW	2	b
Taichu	"	30.11	61	—	—	0	b
Tainan	"	30.07	61	—	N	2	b
Koshun	"	30.04	68	—	NE	6	b
Pescadores	"	—	—	—	—	—	—
Canton	"	30.04	58	81	—	6	o
Hongkong	"	30.00	60	59	E	1	c
Gap Rock	"	—	—	—	—	—	—
Macao	"	30.00	59	83	E	2	o
Wuchow	9 a.m.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
Cape St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	29.97	68	94	NE	4	r
Dagupan	"	—	—	—	—	—	—
Manila	"	29.82	75	71	NNE	2	o
Legaspi	"	—	—	—	—	—	—
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.75	75	92	NE	4	o
Surigao	"	—	—	—	—	—	—
Guam	4.20	29.85	—	—	ENE	1	rf
Labuan	6 a.m.	—	—	—	—	—	—

1. Barometer, reduced to 32 degrees, Fahrenheit, on the level of the sea in inches tenths and hundredths.

2. Temperature, in the shade, is degree Fahrenheit.

3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort Scale.

6. State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squal, r rain, s snow, t thunder, v visibility, w dew wet.

7. Rain, in inches, t tenths and hundreds.

T. F. Claxton, *Director*.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 1st.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.13	30.00	29.95
Temperature	61	60	68
Humidity	55	59	49
Wind Direction	East	East	East
" Force	4	6	6
Weather	o	c	b
Rain	—	—	—

Highest open-air Temperature on 31st ...61
Lowest open-air Temperature on 1st ...50

HONGKONG TIME SIGNALS.

The Time Ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The Ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time it will be lowered at 5 minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the Time Ball be out of order the above routine will be carried out with the flag "Z" on the Storm Signal mast.

Time Signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8.56.0 to 9.0.0. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours East of Greenwich).

C P O S
SAILINGS
HONGKONG for VANCOUVER
via Shanghai, Nagasaki, Moji, Kobe & Yokohama

Steamer	From Hongkong	To Vancouver
EMPRESS OF RUSSIA	Feb. 10	Feb. 28
EMPRESS OF JAPAN	Mar. 22	Apr. 12
EMPRESS OF ASIA	Mar. 31	Apr. 18
MONTEAGLE	Apr. 7	May 1
EMPRESS OF RUSSIA	Apr. 28	May 16
EMPRESS OF JAPAN	May 17	June 7
EMPRESS OF ASIA	May 28	June 13
MONTEAGLE	June 14	July 8
EMPRESS OF RUSSIA	June 23	July 11
EMPRESS OF JAPAN	July 7	July 28
EMPRESS OF ASIA	July 21	Aug. 8

Passengers to Europe are kindly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passage orders covering all such reservations will be issued here.

For Fares and other information please apply to
HONGKONG OFFICE.
Telephone 752 Cable address: CACANPAC
CANADIAN PACIFIC OCEAN SERVICES.

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FREIGHT AND PASSENGERS
S.S. "NANKING" 15,000 Tons — S.S. "NILE" 11,000 Tons — S.S. "CHINA" 10,200 Tons
SAILING FROM
HONGKONG for SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu
S.S. "CHINA" Feb. 25th — S.S. "NANKING" March 30th — S.S. "NILE" April 21st
SAILING FROM
HONGKONG for MANILA
S.S. "NANKING" - - - - - March 19th
SAILING FROM
HONGKONG for SINGAPORE
S.S. "CHINA" Feb. 7th — S.S. "NILE" April 3rd
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
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Telephone; Passenger Dept. No. 1934. Tel. Freight Dept. & Agency. No. 2161.

JAVA-CHINA-JAPAN LIJN.
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will Leave On or about	For
HAIYANG	JAVA		11th Feb	JAVA
TJISALAK	JAVA	4th Feb.	—	JAVA
TJILIWONG	JAVA	7th Feb.	10th Feb.	Amoy & Shanghai
CHILDAR	JAVA	15th Feb.	20th Feb.	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the
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(United Netherlands Navigation Company).
HOLLAND—OOST AZIE LIJN
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(Members of the Straits, China and Japan Conferences).
Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.
Sailings subject to alterations.

	Loading	For	Sailing from or about
"AMELAND"	February	ROTTERDAM & HAMBURG	21st Feb.
"ALDERAMIN"	March	AMSTERDAM & HAMBURG	21st Mar.
"TJIMANOEK"	April	ROTTERDAM & HAMBURG	21st April.
"BOEROE"	May	AMSTERDAM & HAMBURG	21st May.

For full particulars please apply to—
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DODWELL & COMPANY, LD.
STEAMSHIP SERVICES.
Regular Sailings to
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via Suez or Panama Canals at Owners' Option.
S.S. "LOWTHER CASTLE" ... sailing about End of February.
LLOYD TRIESTINO
For SHANGHAI
For BRINDISI, VENICE & TRIESTE.
Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.
VIA SINGAPORE, PENANG & COLOMBO
S.S. "PILSNA" ... sailing on or about February 12th.
S.S. "HUNGARIA" ... sailing on or about March 6th.
Passengers' Luggage can be insured at the Office of the Agents.
NANYO YUSEN KAISHA, Ltd.
(SOUTH SEA MAIL, S.S. CO.)
Regular Services between
JAPAN, HONGKONG & JAVA.
For JAPAN
S.S. "SAMARANG MARU" ... sailing on or about February 17th.
For JAVA,
S.S. "MACASSAR MARU" ... sailing on or about Feb. 11th.
OCEAN TRANSPORT Co., Ltd.
(TAIYO KAIUN KAISHA)
Steamship Service Trans-Pacific.
Also to Australia, Europe, etc.
NATAL LINE OF STEAMERS.
TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.
In conjunction with the
INDO CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.
For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD.
Agents. 88

N. Y. K.
NIPPON YUSEN KAISHA
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai & Japan ports
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
SUWA MARU ... ... Saturday, 12th Feb., at 11 a.m.
FUSHIMI MARU (omitting Manila)... ... Wednesday, 9th Mar., at 11 a.m.
TOYAMA MARU... ... ... Friday, 11th Mar, at 11 a.m.
KASHIMA MARU (omitting Manila) ... Wednesday, 20th Apr., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.
KAGA MARU ... ... Friday, 11th Feb., at 11 a.m.
YOKOHAMA MARU ... ... Sunday, 20th Feb., at 11 a.m.
KLEIST ... ... Friday, 4th Mar., at 11 a.m.
MISHIMA MARU ... ... Friday, 18th Mar., at 11 a.m.
HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.
LISBON MARU ... ... Thursday, 10th February.
MITO MARU ... ... Middle of March.
LIVERPOOL & MARSEILLES via Suez.
TAMBA MARU ... ... Beginning of March.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU ... ... Tuesday, 15th Feb., at 11 a.m.
TANGO MARU ... ... Tuesday, 22nd Mar., at 11 a.m.
NIKKO MARU ... ... Tuesday, 19th Apr., at 11 a.m.
NEW YORK via Suez.
AKITA MARU ... ... First half of March.
SOUTH AMERICAN PORTS via CAPE.
KANAGAWA MARU (sailing from Singapore) Tuesday, 1st March.
BOMBAY & COLOMBO via Singapore.
TSUSHIMA MARU ... ... Monday, 14th Feb.
CALCUTTA & RANGOON via Singapore & Penang.
SANUKI MARU ... ... Tuesday, 8th Feb.
YAMAGATA MARU ... ... Thursday, 17th Feb.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... ... Tuesday, 15th Feb., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
MISHIMA MARU ... ... Thursday, 3rd Feb. at 11 a.m.
SADO MARU ... ... Sunday, 20th Feb., at 11 a.m.
KITANO MARU ... ... Thursday, 3rd Mar., at 11 a.m.
For further information apply to— NIPPON YUSEN KAISHA.
Telephone Nos. 293 & 282. S. YASUDA, Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE
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LOS ANGELES, CALIFORNIA, U.S.A.

	Due to Arrive	Due to Sail
S.S. WEST HIXTON	About Feb. 6th.	S.S. WEST HIXTON About Feb. 10th.

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General Agent for South China

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NEW YORK via Suez

Subject to change without notice.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

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JAPAN, CHINA AND STRAITS

TO

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General Agents.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail	
SWATOW and SINGAPORE	"HUPEH"	On 3rd Feb.,	9 A.M.
AMOY & SHANGHAI	"YUNNAN,"	On 3rd Feb.,	Noon.
SWATOW and BANGKOK	"LIANGCHOW"	On 3rd Feb.,	Noon.
SHANGHAI	"SUIYANG"	On 6th Feb.,	D'light
BANGKOK	"KANGCHOW"	On 8th Feb.,	Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

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AND RETURN

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"HAICHING"	Capt. A. H. Stewart	FRIDAY,	Feb. 4th at 12 Noon.
"HAIHONG"	Capt. W. C. Passmore	SATURDAY,	Feb. 12th at 2 P.M.

* Calling at Amoy for Passengers Only

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* "KENTUCKY"	... ...	via Suez	1st Mar.

calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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P. & O. - BRITISH INDIA. APCAR AND EASTERN & AUSTRALIAN LINES

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DELTA"	8,000	5th Feb.	Marseilles, London & Antwerp
"DUNERA"	5,400	15th Feb.	S'pore, Colombo, & Bombay.
"KASHGAR"	9,000	4th Mar.	Marseilles, London & Antwerp
"ALIPORE"	5,300	14th Mar.	Singapore, Colombo & Bombay
"DILWARA"	5,400	8th Mar.	do.
"KARMALA"	9,000	18th Mar.	Marseilles, London & Antwerp
"KASHMIR"	9,000	25th Mar.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA"	7,000	13th Feb.	Calcutta via S'pore & R'goon.

EASTERN & AUSTRALIAN SAILINGS (South)

* "KANOWNA"	7,400	16th Feb.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane,
"ST. ALBANS"	4,500	9th Mar.	Sydney & Melbourne.

* Calls at Iloilo

SAILINGS TO SHANGHAI & JAPAN

"EASTERN"	—	1st Feb. 4 P.M.	Japan direct.
"KANOWNA"	7,000	1st Feb. 4 P.M.	Japan direct.
"DUNERA"	5,400	1st Feb. Noon	Shanghai.
"LAHORE"	5,300	3rd Feb.	Shanghai Only.
"KASHGAR"	9000	3rd Feb. Noon	Shanghai, Moji, Kobe & Y'hama

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gonnard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

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22, Des Voeux Road Central, HONGKONG. [1

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"HIMALAYA MARU" ... ... Thursday, 10th Feb

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.
"SEATTLE MARU" ... ... Tuesday, 8th Mar.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"CHANGTE MARU" ... ... Thursday, 3rd Feb.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
"UNNAN MARU" ... ... Wednesday, 2nd Feb.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.
"HAWAII MARU" ... ... Monday, 7th Feb.
"AFRICA MARU" ... ... Monday, 28th Feb.

NEW YORK—Regular monthly sailings via Japan Ports, San Francisco, Panama and Cuban Ports.
"ALASKA MARU" ... ... Friday, 11th Feb.

NEW ORLEANS LINE.
"HAMBURG MARU" ... ... Saturday, 19th Feb.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"KAIJO MARU" ... ... Sunday, 6th Feb.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 10th Feb

For sailing dates and further particulars please apply to—

Y. YAHAUDA, Manager,
No. 1, Queen's Building. [30

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"CHANGSHA"	13th Feb.	16th Feb.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Lights throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamer	Tons	Leave Hongkong
SHINYO MARU	23,000	...Feb. 7th,
† PERSIA MARU	8,000	...Feb. 24th.
KOREA MARU	20,000	...March 7th.
† SIBERIA MARU	20,000	...March 19th

† Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong.
* RIYO MARU	—	Feb. 15th.
ANYO MARU	18,700	March 12th.
* HAYO MARU	—	April 9th.
SHIYO MARU	14,000	May 12th.

* Cargo only

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER,
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
MESSRS. T. R. GRIFFITH, LTD. [34

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" ...20,000...	On or about 8th Feb.
	"CORDILLERE" ...10,000...	On or about 24th Feb.
	"CHILI" ... ...10,000 ...	On or about 18th Mar.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"ARMAND BEHIC" 10,000 ...	On or about 20th Feb

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODHNFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER

(Calling at Shanghai, Dairen and Japan Ports)

"ELDRIDGE"	About Feb. 26th.
"WHEATLAND MONTANA"	About March 12th.
"CITY OF SPOKANE"	About March 21st.

For PORTLAND direct,
(Calling at Kobe and Yokohama).

"ABERCOS" (For Portland)...	About Feb. 7th.
"PAWLET"...	About Mar. 7th.
"COAXET"...	About April 4th.

Through Bills of Lading issued to Oversea Cities.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. Fifth Floor, Hotel Mansions. 71

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "SATSUMA" ... ... about Feb. 15th.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE.

TELEPHONES	AGENTS	1ST FLOOR
2477 & 2478		HOTEL MANSIONS 173

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA"	February 18th.
"GABO"	February 22nd.

For Freights and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.,
Agents,
118, Connaught Road Central.

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POST OFFICE NOTICE

Mail for Macao will be closed at the G.P.O. at 7.15 a.m. and 1.15 p.m. on week days and at 8.15 a.m. on Sundays commencing from 1st February, 1921.

INWARD MAILS.

From	Per	Due
Straits and Calcutta	*Bombay Maru* ...	2nd inst.
Europe via Suez (Letters only London 30th Dec.) ...	*Mishima Maru* ...	2nd inst
Europe via Suez (Newspapers only London 30th Dec.)	*Kashgar* ...	2nd inst.
Shanghai	*Chenan*	2nd inst.
Shanghai	*Ichang*	3rd inst
London (Parcels only 22nd Dec.) ...	*Eurypylus* ...	3rd inst.
Straits	*Lahore*	3rd inst.
Shanghai	*Suwa Maru* ...	3rd inst.
Shanghai	*Delta*	4th inst.
Europe via Suez (Letters only London 6th Jan.) ...	*Teiresias* ...	5th inst.
Japan	*Sanuki Maru* ...	7th inst.
Japan and Shanghai	*Lisbon Maru* ...	9th inst.

OUTWARD MAILS.

For	Per	Date
Fort Bayard	*Chuen On* ...	Wednesday, 2nd 9.00 A M
*Shanghai and *North China ...	*Pak Wo* ...	Wednesday, 2nd, 9.00 A M
Hoihow and Haiphong ...	*Loksang* ...	Wednesday, 2nd, 9.00 A M
Bangkok	*Halvard*	Wednesday, 2nd, 10.00 A M
Saigon	*Dumbongse* ...	Wednesday, 2nd, 1.00 P M
Hoihow, Pakhoi and Haiphong ...	*Chong Wo*	Wednesday, 2nd, 2.00 P M
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Dhanushkodi, Egypt & *EUROPE via SUEZ	*Deucalion* ...	Wednesday, 2nd. Registration ... 1.45 P M Letters ... 2.30 P M
*Shanghai and *North China	*Jacos* ...	Wednesday, 2nd, 4.00 P M
Swatow, *Shanghai and *North China ...	*Kwongsang* ...	Wednesday, 2nd, 5.00 P M

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"DEUCALION"	2ND FEB. Amsterdam, London & Hamburg.
"IXION"	6TH FEB. Amsterdam, London & Antwerp.
"MENTOR"	22ND FEB. London, Amsterdam & Hamburg.
"TEIRESIAS"	1ST MAR. Amsterdam, London & Antwerp.
"HELENUS"	8TH MAR. London, Amsterdam & Hamburg.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"ANCHISES"	5TH FEB. Liverpool & Glasgow.
"LYCAON"	11TH FEB. Marseilles & Liverpool.
"KNIGHT TEMPLAR"	13TH FEB. Genoa, Havre & Liverpool.
"TITAN"	1ST MAR. Genoa, Havre, L'pool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"PROTESILAUS"	3RD FEB.	Victoria, Seattle, Tacoma & Vancouver.
"TEUCER"	23RD FEB.	
"TALTHYBIUS"	10TH MAR.	

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

HOMEWARD PASSENGER SERVICE

"ANCHISES"	5TH FEB. (12 Noon) for Liverpool.
"MENTOR"	22ND FEB. for London.
"TEIRESIAS"	1ST MAR. for London.
"STENTOR"	11TH MAR. for London.
"IDOMENEUS"	12TH APR. for Liverpool.
"PYRRHUS"	3RD MAY, for London.
"ANCHISES"	21ST JUNE for Liverpool.
"MENTOR"	5TH JULY for London.
"TEIRESIAS"	19TH JULY for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE,
AGENTS.
[111

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital $4,000,000
Surplus $1,100,000

HEAD OFFICE:
NEW YORK, U.S.A.

BRANCHES

SHANGHAI	TIENTSIN	MANILA
HANKOW	CANTON	CHANGSHA
SINGAPORE	PEKING	

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollar, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

VERNE CLAIR,
Acting Manager.
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香港中國商業報
HONGKONG CHINESE COMMERCIAL NEWS,

Incorporated with the
CHUNG NGOI SUN PO
(Chinese *Daily Press*)
Published Daily under the auspices of the
CHINESE CHAMBER OF COMMERCE

Terms for Advertising (Translation fee) can be obtained at the Office, 10a, Des Voeux Road Central, Hongkong, 13l, Fleet Street London, or from the different Agents.
Documents translated from or into Classics Colloquial Chinese.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.
Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.
Hongkong, July 7th, 1919. [60

COMMERCIAL.

OPENING QUOTATIONS.

	February 1st.
On London.—	
Telegraphic Transfer	2/3½
Bank Bills, on demand	2/3½
Bank Bills, at 30 days sight	2/3½
Bank Bills, at 4 months' sight	2/3
Credits, at 4 months' sight	2/3½
Documentary Bills, 4 months' sight	2/3½
On Paris.—	
Bank Bills, on demand	663
Credits, 4 months' sight	7:5
On New York.—	
Bank Bills, on demand	4½
Credits, at 60 days' sight	50⅛
On Bombay.—	
Telegraphic Transfer	—
Bank Bills, on demand	176½
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	176½
On Shanghai.—	
Bank Bills, at sight	—
Private, 30 days' sight	—
On Yokohama.—On demand	98½
On Manila.—On demand—Pesos	103½
On Singapore.—On demand	106½
On Batavia—On demand	135½
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	86½
Sovereigns, Bank's Buying Rate	$7.93 n.
Gold Leaf 100 fine, per tael	$50.40
Bar Silver per oz.	35⅛d.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, December 29th, 1920. [9

THE BANK OF CHINA.

行 業 銀 中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	12,279,800.00
Reserve Funds	4,116,772.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China, and Correspondents in San Francisco, Singapore and Tokyo.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
Interest on Fixed Deposits at the following rates:—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.
TSUYEE PEI,
Manager.
Hongkong, November 25th, 1920. 73

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£3,500,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
J. L. CROCKATT,
Manager.
Hongkong January 1st, 1921. [50

BANQUE INDUSTRIELLE DE CHINE.
(FRENCH BANK).

Subscribed Capital	Frs. 150,000,000
Paid-Up Capital	F. 75,000,000
Reserve Funds	F. 60,000,000
Deposits	F. 685,000,000

The Chinese Government Owns one-third of the Capital.

Chairman of the Board of Directors ... André Berthelot
General Manager ... A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp
Bordeaux	Tsinanfu	Pnom-Penh
Dunkerque,	Batavia	

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In SAN FRANCISCO: Crocker National Bank.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold Terms on application.
Every description of Banking and Exchange business transacted.
Special facilities for French exchange.
M. MONTAGNE,
Manager.
Hongkong, January 30th, 1921. 51

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.
N. C. WILSON,
Acting Manager.
7, Queen's Road Central,
Hongkong, June 30th, 1920. [43

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG
Established 1919.

PAID-UP CAPITAL	$2,000,000.00
RESERVE FUND	200,000.00

DIRECTORS:
Mr. POKE-WAI TSUI, Chairman
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Sack,
Mr. Ng Chung Lak.

Chief Manager ... Mr. Kan Tong Po,
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES—

LONDON	NEW YORK
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.
KAN TONG PO,
Chief Manager.
Hongkong, October 1st, 1920. 51

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£1,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. K. V. D. PAES—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman
G. M. Dodwell, Esq. | Hon. Mr. J. Johnson
G. T. M. Edkins, Esq. | A. O'Lang, Esq
A. S. Gubbay, Esq. | W. L. Pattenden, Esq
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq

Chief Manager:
Hongkong—A. G. STEPHEN, Esq.

Acting Manager:
Shanghai—H. G. SITTE, Esq.

London Bankers:
LONDON COUNTY-WESTMINSTER AND PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.
A. G. STEPHEN,
Chief Manager.
Hongkong, December 29th, 1920 4

BANQUE DE L'INDO-CHINE.
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid up Capital	Frs. 63,400,000.00
Reserves Funds	Frs. 69,587,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Batavia	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

BANKERS,
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
V. MARSOT,
Acting Manager.
Hongkong, November 1st, 1920. [64

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:
St. George's Building, Hongkong.
Chairman of Board of Directors
MR. WONG SHIU HAM.
Chief Manager... ...Mr. L. S. HOLUM.
Asst. Manager... ...Mr. K. T. WONG.
Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.
Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent and 5 per cent. per annum, respectively.
L. S. HOLUM
Chief Manager.
Hongkong, October 2nd, 1920. [119

THE BANK OF TAIWAN, Limited.
(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 45,000,000
Reserve Funds	" 9,580,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH,
Manager.
HONGKONG BRANCH,
3, Des Voeux Road Central,
Hongkong, September 1st, 1920. [41

"COMMANDER"
Super Size Virginia Cigarettes

"Commander" has many leading qualities—

"Commander" smokers know what they are—

"Commander" must be smoked to be appreciated.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

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